OKLAHOMA Transportation

Environmental Programs Division Office 405 - 521-3050

Documented Categorical Exclusion (DCE) for *Grade, Drain, Bridge & Surface US-259: From Approximately SH-259A South Extending North Approximately Six Miles to Golf Course Road.*

McCurtain County

Project Number NHPP-245N(084)FP, NHPP-245N(087) PM / Job Piece Number 34333(04)(08)

Existing Conditions and Purpose and Need for the Action

The existing US-259 roadway consists primarily of two 12-ft wide asphalt driving lanes with variable asphalt shoulders. The pavement condition is fair. The current 2-lane roadway requires improvements to accommodate existing and projected traffic volume. Interim intersection modifications on US-259 have been completed to improve the operation of the highway prior to construction of the permanent configuration. These interim improvements included adding traffic signals and turn lanes at three US-259 intersections, located at SH-259A South, SH-259A North, and Stevens Gap Road. At Lukfata Trail, an additional turn lane has been added. Additionally, a resort named Choctaw Landing has recently been constructed at the southeast corner of the US-259 and SH-259A South intersection, and US-259 improvements included the addition of turn lanes at the intersection and the main entrance south of the intersection. The existing US-259 Reinforced Concrete Box (RCB) bridge (NBI 14031) over Yashau Creek has a sufficiency rating of 81.10 and is not deficient. The current Annual Average Daily Traffic (AADT) is 10,600 vehicles per day (vpd), and the projected AADT is 12,700 vpd. The Hochatown area has experienced rapid growth in recent years, and the existing highway is not functioning as intended to meet traffic demands. The proposed improvements include widening US-259 to five lanes for approximately six miles through Hochatown from approximately SH-259A South north to Golf Course Road.

The purpose and need for this project is to improve the safety and operation of the existing two-lane highway that will not support the population demands of the growing area. The projects are in the Oklahoma Department of Transportation's (ODOT) current 8 Year Construction Project. Job Piece (JP) 34333(08) is in the Statewide Transportation Improvement Program (STIP) for Fiscal Year (FY) 2025 and 34333(04) for FY 2026.

One study area incorporates both projects and extends from just south of SH-259A South to Golf Course Road. The project area for JP 34333(08) begins 0.12 miles south of SH-259A and extends north 2.28 miles, and the project area for JP 34333(04) begins 8.25 miles north of SH-3 and extends north 4.0 miles.

Prior Planning & Alternatives Considered
ODOT considered the public's feedback about the proposed design following multiple public involvement events where ODOT solicited comments and feedback about the two alternatives: a 3-lane configuration and a 5-lane configuration.

ODOT selected the 5-lane configuration based on the following three factors: 1) the Design Engineer recommended a 5-lane configuration for safety and traffic flow purposes, 2) the majority of the general public was in favor of the 5-lane versus the 3-lane configuration, and 3) the Town of Hochatown passed a resolution recommending the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown.

Description of Proposed Action
The proposed improvement consists of resurfacing and widening US-259 to the outside by adding one 12 ft. asphalt lane of traffic in each direction, adding one 14-ft asphalt center turn-lane or median, adding curb and gutter, and adding Americans with Disabilities Act and Public Right-of-Way Accessibility Guidelines compliant sidewalk improvements throughout the corridor. Improvements also involve extending the drainage structures underneath US-259. The RCB at Yashau Creek (NBI 14031) will remain in place and will be extended approximately 20 feet east and west of US-259.Yashau Creek has been previously channelized within ODOT R/W, and following construction, pre-construction contours are proposed to be restored. It is anticipated that the proposed widening will remain within the existing right-of-way. Construction will be completed in two packages. The southern 2 miles is scheduled to begin construction in 2024. The northern 4 miles is scheduled to begin construction in 2026.

Two travel lanes on US-259 will remain open during construction. Access to residences and businesses will be maintained during construction and no relocations of residences or businesses are anticipated. No disproportionate impacts to minority or traditionally disenfranchised communities are expected.

Public Involvement & Agency Solicitations
ODOT has conducted public involvement for the proposed improvements, consisting of the following: advisory committee meetings held between July 2021 and October 2021, a conceptual meeting with the advisory committee in June 2022, a community outreach event in October 2022 to describe the proposed project to the public, a public meeting in May 2023 to provide details of the 3-lane and 5-lane configurations and to determine which configuration was favored by the general public, and an open house public meeting in March 2024 to provide project updates including results of the environmental studies. Details of the public involvement events are below.

On September 27, 2022, notification letters were mailed to 672 stakeholders and 760 property owners. ODOT hosted the in-person Community Outreach Event on October 27, 2022. Twenty-two (22) comments were received following the community outreach event in October 2022. The majority of the comments were asking for details about the different potential lane configurations.

On April 18, 2023, notification letters were mailed to public officials, agencies, and 1,320 property owners immediately adjacent to the project footprint. Postcards were sent using the United States Postal Service (USPS) Every Door Direct Mail (EDDM). ODOT hosted the public meeting on May 16, 2023. Twenty four (24) comments were received following the public meeting in May 2023. Additionally, thirty-nine (39) surveys were submitted. Approximately 85% of survey respondents were in favor of the 5-lane

configuration for the South Segment, approximately 70% were in favor of the 5-lane configuration for the Middle Segment, and approximately 80% were in favor of the 5-lane configuration for the North Segment. The Oklahoma Corporation Commission responded that there are no wells, new permits, or intents on or near the proposed project area. The Oklahoma Department of Environmental Quality responded that no adverse environmental impacts under DEQ jurisdiction are anticipated and authorization under the construction stormwater permit OKR10 is required for disturbances greater than one acre. The City of Broken Bow responded in reference to the importance of their main water transmission line that runs along US-259 within the project area; they said they support ODOT in this project. The McCurtain County Assessor commented that a 5-lane expansion is needed badly. The Town of Hochatown passed a resolution on September 6, 2023, recommending the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown.

ODOT announced the selection of the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown on November 15, 2023. ODOT selected the 5-lane configuration based on the following three factors: 1) the Design Engineer recommended a 5-lane configuration for safety and traffic flow purposed, 2) the majority of the general public was in favor of the 5-lane versus the 3-lane configuration, and 3) the Town of Hochatown passed a resolution recommending the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown. Following the announcement, ODOT received a letter dated November 28, 2023, signed by 17 local stakeholders that stated reasons why they prefer the 3-lane configuration over a 5-lane configuration of US-259. The project does not have public controversy on environmental grounds.

In March 2024, notification letters were mailed to 66 public officials and agencies, 5 tribes, and 165 property owners immediately adjacent to the project footprint. ODOT hosted the public involvement meeting on March 26, 2024. Thirty-five (35) public comments and four (4) agency comments were received. Comments, recommendations, and questions from the public are related to safe pedestrian access, flow of traffic, traffic noise concerns, beauty and aesthetics, property and business impacts, parking, cost, wildlife, support for proposed improvements, right-of-way, turning movement, and design. Responses to the comments were posted on the ODOT website on May 31, 2024.

The project does not have substantive public controversy on environmental grounds.

Social, Economic and Environmental Impacts & Agency Coordination

Right of Way and Relocations
The project has no proposed additional right-of-way.

Environmental Justice
The project does not have potential for disproportionately high and adverse impacts on minority or low-income populations, based on known demographics in the project vicinity, no new right-of-way being acquired, and no relocations required.

Cultural Resources
ODOT completed Section 106 consultation on behalf of FHWA for the above referenced project. ODOT determined the proposed project will have no effect on historic properties. Consultation with the State Historic Preservation Office, State Archaeologist, Caddo Nation, Choctaw Nation, Osage Nation, Quapaw Nation, and Wichita and Affiliated Tribes resulted in concurrence with ODOT's assessment and determination.

During this investigation, two previously recorded sites (34MC556 and 34MC1111), one cemetery, and one reinforced concrete culvert bridge were investigated and documented. Pursuant to 36 CFR 60.4, none of the identified cultural resources possess integrity or significance that would render them eligible for inclusion on the National Register of Historic Places. Consultation with the State Historic Preservation Office and the State Archaeologist resulted in concurrence with the assessment and determination.

Section 4(f) and Section 6(f) Involvement

The action does not involve the use of public recreational or historic properties protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 (U.S. DOT Act) (49 U.S.C. 303) nor properties that have been developed using Land and Water Conservation Funds Act (LWCFA) of 1965(16 USC 4601-4 et seq) protected under Section 6(f) of the Act.

Waters and Wetlands

The action involves work in 7 unnamed tributaries to Yashau Creek, Yashau Creek, and 3 unnamed tributaries to East Fork Lukfata Creek, exhibiting the characteristics of a jurisdictional waterway. No wetlands would be impacted. The proposed construction activities have been evaluated and are being designed to meet the terms and conditions of Nationwide Permit 14, Linear Transportation Projects, with no compensatory mitigation requirements.

Threatened & Endangered Species, Bald Eagles, and Migratory Birds

A biological field review was performed for the referenced project. ODOT on behalf of FHWA has determined that the project, as proposed, will have no effect on the piping plover, red-cockaded woodpecker, red knot, or harperella. The project, as proposed, may affect, but is not likely to adversely affect the northern long-eared bat, tricolored bat, alligator snapping turtle, American alligator, leopard darter, Ouachita rock pocketbook, rabbitsfoot, scaleshell mussel, winged maple leaf, and monarch butterfly. The U.S. Fish and Wildlife Service (USFWS) has concurred with the Department's findings. This project has been incorporated into a programmatic biological assessment for the American Burying Beetle (ABB) and the USFWS has concurred with ODOT's effects determination based on ODOT's and FHWA's implementation of the biological opinion under the final 4(d) rule. Prior to Right-of-Way submittal, plan notes for mitigation and/or avoidance of ABB will be added to the project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2).

The project, as proposed, is unlikely to adversely affect the Bald Eagle. The USFWS removed the Bald Eagle from the Federal List of Threatened and Endangered Wildlife and Plants on July 9, 2007.

The proposed project could potentially affect nesting habitat for migratory birds, species protected by the Migratory Bird Treaty Act (MBTA), if construction activities occur during the nesting seasons of these species. A Migratory Bird Plan Note requiring avoidance of demolition or construction of existing structures with migratory bird use during the nesting season is proposed for the construction plans.

Floodplains

The project is not located in a regulatory floodway that will require a flood map revision as determined by the appropriate state or local authority.

Farmlands

The action occurs within existing right-of-way. Hence the project will not affect any farmlands.

Hazardous Waste

There are no known hazardous material sites or previous land uses with potential for hazardous materials remaining within the proposed action area.

Temporary Construction Impacts
The road will remain open to through traffic. The Contractor will provide access to local property owners at all times.

Noise
A traffic noise study was conducted to determine the potential traffic noise impacts from the project. The predicted sound levels would generally decrease throughout the project area due to the proposed reduction in speed limit, and significant noise impacts would be minor. Noise abatement or mitigation measures, such as noise barriers, were determined not feasible due to driveway and access requirements and are not proposed.

Summary of Commitments

Pre-Construction Commitments:
The action may involve work in potentially jurisdictional waters and potentially jurisdictional wetlands. For State Projects, the 404 permit application form needs to be submitted by the Designer through Project Management Division to Environmental Programs Division at the time of Right-of-Way submittal for evaluation and determination of the appropriate Clean Water Act Section 404 permit application for the project.

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 and Birds of Conservation Concern, 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.

Monarch Commitment: ODOT, as a Certificate of Inclusion partner in the Nationwide Monarch Butterfly CCAA for Energy and Transportation lands, will adhere to the conservation measures, as well as minimize threats to the monarch butterfly as stipulated in this CCAA.

Right-of-Way and Utility Commitments
The following Construction Commitments requiring avoidance, restrictions or minimization of natural and human resources during Right-of-Way clearance and Utility relocation activities will be discussed with the Right-of-Way and Utility Owners at the start of Right-of-Way and Utility Process**.**

Construction Commitments
ODOT Commitment: A representative from ODOT Natural Resources Program will need to attend all project development meetings, including the pre-work meeting for the project. It will be the responsibility of the Environmental Project Manager to notify the ODOT Natural Resources Program of any such meetings. All operators, employees, and contractors will be made aware of all environmental commitments, including the following Plan Notes.

The following plan notes requiring avoidance, restrictions or minimization of natural and human resources in the project and off-site project areas will be added to the final project plans under "Environmental Mitigation Notes" per policy Directive C-201-2.

Cultural Resources Avoidance Notes: Locations outside the project area in the following area must not be utilized for borrow, equipment staging, haul roads, spoil dumps or any off-site project-related activity.

T4S R24E	
Section 2:	**NW ¼ NE ¼ NE ¼**
Section 14:	**NE ¼ SW ¼ SW ¼**
Section 15:	**SE ¼ NW ¼ SE ¼**
	NE ¼ SW ¼ SE ¼
Section 26:	**SW ¼ NW ¼ SW ¼**
	SE ¼ SE ¼ NE ¼
T5S R24E	
Section 1:	**SE ¼ NW ¼**
Section 12:	**NE ¼ SW ¼ SE ¼**
T5S R25E	
Section 7:	**SE ¼ SW ¼ SE ¼**

USFWS Compliance Commitment: Please be advised for this project, one week prior to the start of the bats' active season (April 1), the ODOT biologist must confirm that all agreed upon avoidance and minimization measures, as well as conservation measures, have been followed or implemented, and the contractor is aware of seasonal restriction requirements.

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 continuously 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 Bridge/Culvert Seasonal Restriction Note: The northern long-eared bat is a listed bat species and the Tricolored bat is proposed endangered bat species that occur within the project's action area. In order to avoid and minimize adverse impacts to listed bat species, bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition shall be permitted only between November 16, and March 31 (when bats are hibernating in caves). If bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition during the active season (between April 1, and November 15) cannot be avoided, the Resident Engineer shall contact the ODOT Biologist to schedule a visual bat bridge inspection, prior to any bridge work. Inspection surveys can only be conducted between May 15, and August 15. If the inspection finds that bats are using the structures, all bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition shall only be permitted between November 16, and March 31 (when bats are hibernating in caves).

Bat Tree Removal Seasonal Restriction Note: The northern long-eared bat is a listed bat species that occurs within the project's action area. In order to avoid adverse impacts to this species, all tree removal shall be permitted only between November 16, and March 31 (outside the bats active season). If the active season (April 1 to November 15) cannot be avoided, the Resident Engineer shall contact the ODOT Biologist and re-consultation with USFWS will be necessary to avoid adverse impacts to the species.

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.

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 US-259 Yashau Creek bridge (NBI:14031) and numerous culverts (STA.318+46, 362+61, 378+27, 407+87, 446+47, and 618+19.12) was observed. 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. If painting, repair, retrofit, rehabilitation or demolition cannot be completed between September 1 and February 28, the bridge and culverts 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).

Species (chose that apply)	Seasonal Restriction Period
Bats	April 1 – November 15
Migratory Birds: (Swallows and Phoebes (NESTS PRESENT)	March 1 – August 31

Conclusions

The Oklahoma Department of Transportation (ODOT) has completed the environmental analysis and review of the referenced project. ODOT has determined that this project does not individually or cumulatively have a significant impact on the environment as defined by NEPA, or involve unusual circumstances as defined in 23 CFR 771.117(b), and is therefore excluded from the requirements to prepare an Environmental Assessment or Environmental Impact Statement. As provided by the 2019 Federal Highway Administration (FHWA)/ODOT Programmatic Agreement Processing of Categorical Exclusions, FHWA has previously determined that processing this action as a Documented Categorical Exclusion (DCE) is appropriate. Based on consideration of prior planning studies, appropriate agency solicitation, thorough environmental review, and public coordination, ODOT has determined that this action results in no significant impacts to the human and natural environment, involves no public controversy on environmental grounds, and no inconsistency with any federal, state or local laws, regulations, and administrative determinations relating to the environment. FHWA concurrence with this finding is requested.

All documentation, analyses, and agency coordination regarding this Categorical Exclusion are contained in a supporting appendix maintained in the project file at the Oklahoma Department of Transportation, Environmental Programs Division.

Preparer/Reviewer Signatures

Ben Hagood, Freese and Nichols	June 12, 2024
Environmental Consultant Project Manager (If Applicable)	Date
Environmental Consultant Firm Name (If Applicable)	
County Commissioner or City Manager (For County Local Government or City Projects)	Date
Kathy Koon	6/13/2024
ODOT NEPA Project Manager	Date
David Sandsbury	6/13/2024
ODOT Environmental Programs Assistant Division Manager	Date
Joe Barbato	6/14/2024
ODOT Environmental Programs Division Manager	Date

Concurrence that this project qualifies for a Documented Categorical Exclusion:

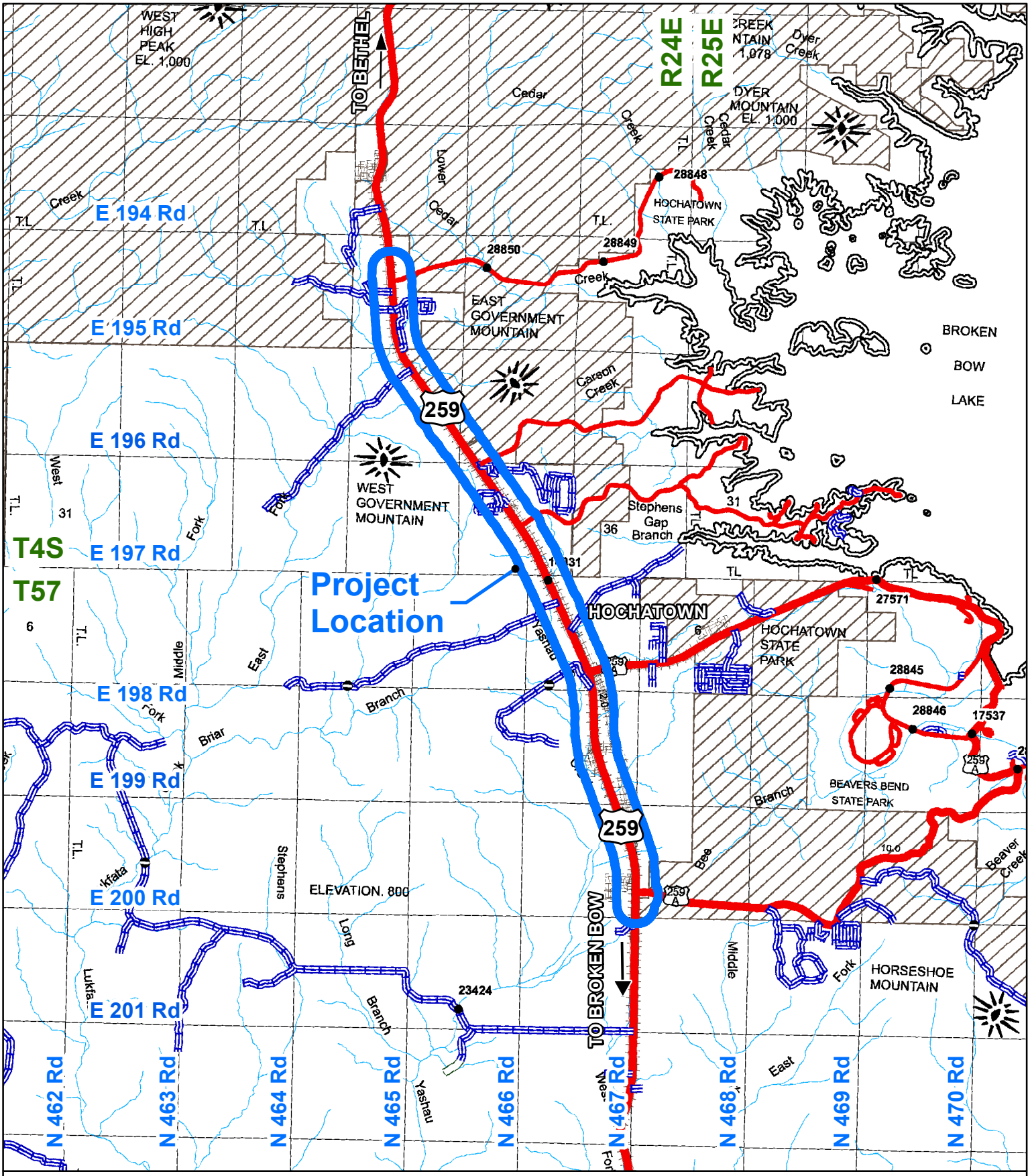
WILLIAM ALEXANDER ROWE Digitally signed by WILLIAM ALEXANDER ROWE Date: 2024.06.26 13:55:50 -05'00'	
Environmental Programs Manager, FHWA	Date

Attachments:

Location Map
Current Plans and Study Footprint
Early Coordination
Tribal and Federal Properties
Public Involvement
Cultural Resource Studies and Coordination
Environmental Justice
Biological Studies
Floodplain Information
Hazardous Materials
Noise Studies
DCE Justification Document
Other

Distribution List (Check Applicable Ones)

X	Project Management Division (All State Projects)
X	Roadway Design Division (All State projects with the exception of projects from Traffic Division and Special Projects)
X	Bridge Division (All State Bridge Projects)
X	Traffic Division (For projects from Traffic Division)
	Local Government Division (County, City, TAP or Special Projects)
X	Field District Engineer (All Projects)
X	Right-of-Way Division (All Projects)
X	Noise Specialist (For projects with noise studies)



McCurtain County

Project Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project
in McCurtain County

Figure 1

OKLAHOMA Transportation

0 3,000 6,000 Feet

NAD 1983 UTM Zone 15N

RIGHT-OF-WAY PLANS OR FINAL PLANS AND

NEPA STUDY FOOTPRINT OR STUDY PLANS

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW

MAY 2024

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

U.S. HIGHWAY

FEDERAL AID PROJECT NO. NHPP-245N(087)PM
ROADWAY WIDENING, GRADE, DRAIN AND RESURFACING
U.S. HIGHWAY 259

McCURTAIN COUNTY

CONTROL SECTION NO. 259-45-16
STATE JOB NO. 34333(08)

THE FOLLOWING ODOT STANDARDS SHALL BE REQUIRED FOR THIS PROJECT:

ROADWAY (2019)	TRAFFIC CONTROL (2009)	TRAFFIC SIGNING (2009)	TRAFFIC SIGNAL (2009)
ASCD-6-1	TCS1-1-01	PM1-1-03	PMAP1-2-01
CDIP-2-2	TCS2-1-00	PM2-1-01	SPBP1-1-01
CET4D-4-2	TCS3-1-01	PM3-1-02	SA1-1-02
CET4S-4-2	TCS4-1-01	RSD1-1-00	ID1-1-00
CET6S-4-2	TCS5-1-00	RSD2-1-00	ID2-1-00
DC-4-1	TCS6-1-02	WSD1-1-00	SNS1-1-02
FHTCP-4-1	TCS8-1-00	WSD2-1-00	PWD1-2-00
FHTMPP-2-1	TCS9-1-01	SZSD1-1-00	CFD1-2-01
PDT-2-2	TCS10-1-00	MSD1-1-00	CC1-1-00
RDI-4-1	TCS11-1-01	MSD2-1-00	MAD1-1-01
RWF2-3-1	TCS12-1-00	MSD3-1-01	RPMAD1-1-01
RWF3-3-2	TCS13-1-00	MSD4-1-00	MDL1-1-00
SUEL4-4-1	TCS14-1-00	MSD5-1-00	MDL2-1-00
SBI-5-2	TCS19-1-00	SBS1-1-00	
SPI-5-2	TCS21-1-02	SBS2-1-00	
SSS-2-1	TCS24-1-02	GMS1-1-00	
TSD-0		SSP1-1-02	
TWD-2-2		SSA1-1-00	
WCR-4-2			

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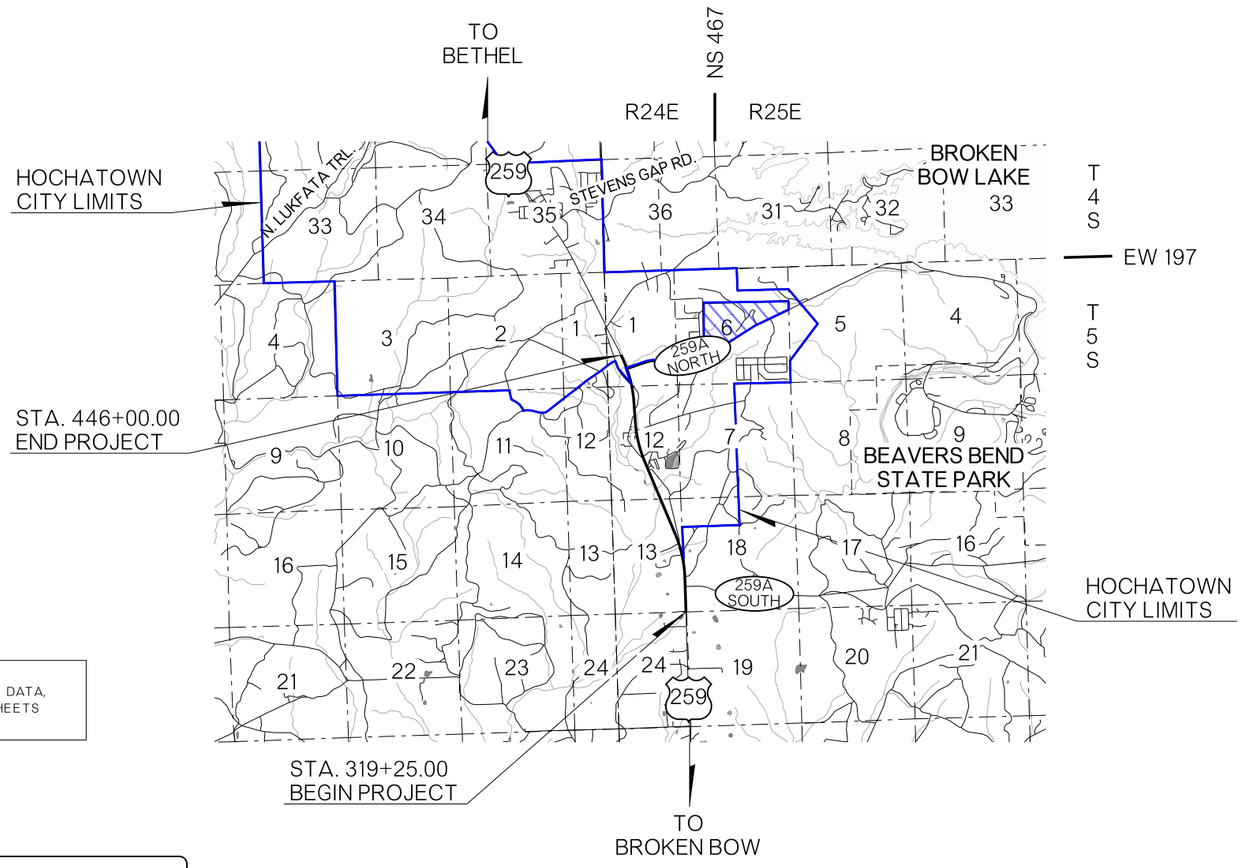


DESIGN DATA

AADT 2024	= 10,600
AADT 2044	= 12,700
K (DHV/ADT)	= 14.1%
D	= 65.0%
T (% DHV)	= 19.0%
T (% ADT)	= 31.0%
T²(% ADT)	= 6.0%
V (MPH)	= 45
20 YR FLEX ESALS	= 41.2M

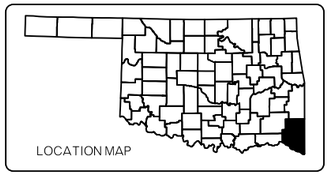
SCALES 1"

PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 10'
LAYOUT MAP 1" = 3,520'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- EXISTING FENCE
- PROPOSED FENCE
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OIL WELL
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- RIGHT-OF-WAY LINES - EXISTING
- RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE

FOR SURVEY CONTROL DATA, SEE SURVEY DATA SHEETS



ROADWAY LENGTH	12,675.00	FT.	2.40 MI.
BRIDGE LENGTH	0.00	FT.	0.00 MI.
PROJECT LENGTH			2.40 MI.

EQUATIONS : NONE
EXCEPTIONS : NONE

2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, DECEMBER 18, 2019.

N:\IF\Drawings\1. General\3433308-0001-TITLE.dgn

FREESE AND NICHOLS
3600 NW 138th Street, Suite 202
Oklahoma City, OK 73134
Phone - (405) 607-7060
Web - www.freese.com
Certificate of Authorization: CA#511
Expiration Date: 06/30/2024

PREPARED BY:
FREESE AND NICHOLS, INC.

ERIC WAGGONER , P.E.
OKLA. LIC. NO. 32389

DATE

THE FOLLOWING DRAWINGS ARE INTENDED TO BE AUTHORIZED BY MY SEAL:
0001-0007, AR01-AR04, AT01-AT05, R001-R043, T001-T040, X001-X069

MUNA MITCHELL , S.E.
OKLA. LIC. NO. 29167

DATE

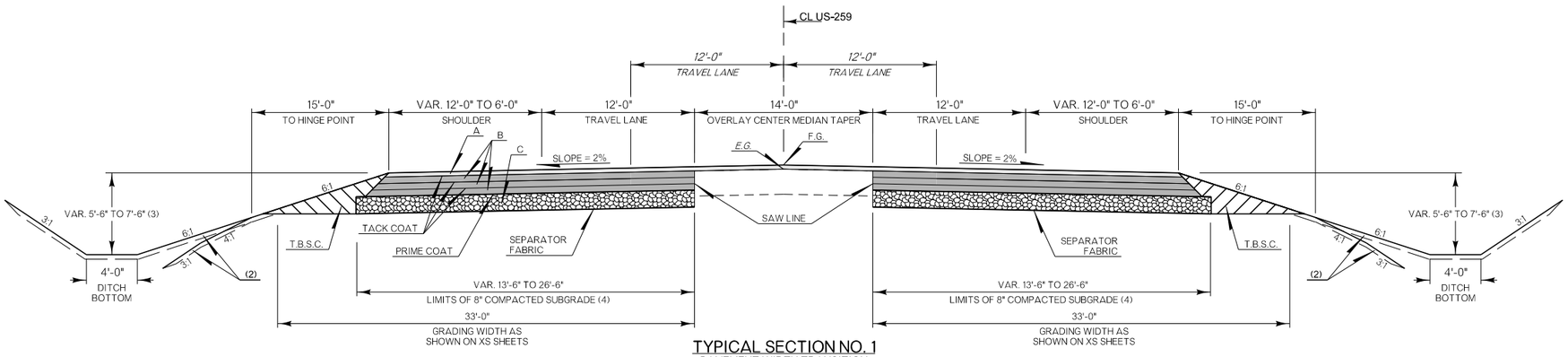
THE FOLLOWING DRAWINGS ARE INTENDED TO BE AUTHORIZED BY MY SEAL:
RW01-RW04

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

SWO _____ PROJECT NO. NHPP-245N(087)PM
COUNTY McCURTAIN HIGHWAY US-259 SHEET NO. 0001

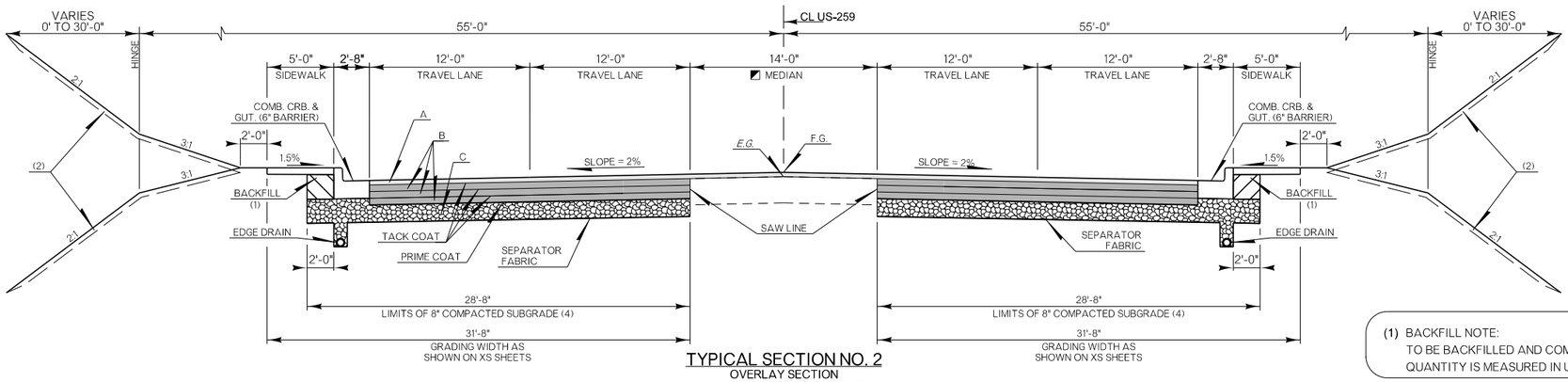
OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW
MAY 2024



TYPICAL SECTION NO. 1
PAVEMENT WIDTH TRANSITION
STA. 319+25.00 TO STA. 320+00.00
STA. 445+28.00 TO STA. 446+00.00

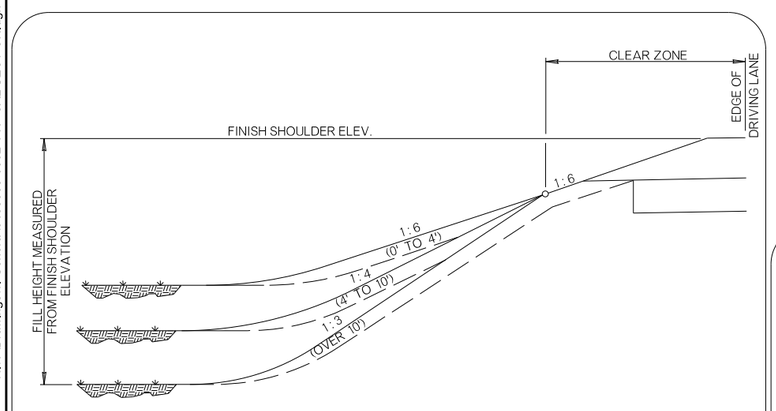
PAVEMENT REQUIREMENT		
11" PAVT. STRUCTURE	DRIVING LANES AND SHOULDERS	LEGEND
SURFACE COURSE	2" SUPERPAVE, TYPE S4(PG 76-28 OK)	A
BASE COURSE	3" SUPERPAVE, TYPE S3(PG 76-28 OK)	B
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
SUBBASE COURSE	12" AGGREGATE BASE TYPE A	C



TYPICAL SECTION NO. 2
OVERLAY SECTION
STA. 320+00.00 TO STA. 346+00.00
STA. 352+00.00 TO STA. 359+00.00
STA. 380+50.00 TO STA. 405+75.00

PAVEMENT REQUIREMENT		
11" PAVT. STRUCTURE	DRIVING LANES AND SHOULDERS	LEGEND
SURFACE COURSE	2" SUPERPAVE, TYPE S4(PG 76-28 OK)	A
BASE COURSE	3" SUPERPAVE, TYPE S3(PG 76-28 OK)	B
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
SUBBASE COURSE	12" AGGREGATE BASE TYPE A	C

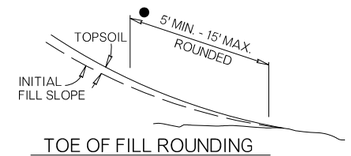
◩ SEE OVERLAY DETAILS ON SHEET 0005 FOR CONCRETE MEDIAN AND NB & SB LEFT TURN LANE IMPROVEMENTS.



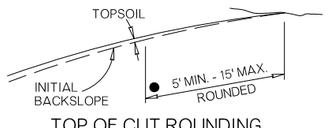
FILL SLOPE DETAIL

ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



TOE OF FILL ROUNDING



TOP OF CUT ROUNDING

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

(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 AREAS 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) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

(4) TO BE COMPACTED TO AT LEAST 95% OF MAXIMUM DENSITY AND WITHIN 2% OF OPTIMUM MOISTURE CONTENT PER SECTION 202.04.A(5)(b)2. MOISTURE CONTENT SHALL BE VERIFIED IMMEDIATELY PRIOR TO THE PLACEMENT OF THE PAVEMENT SECTION. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

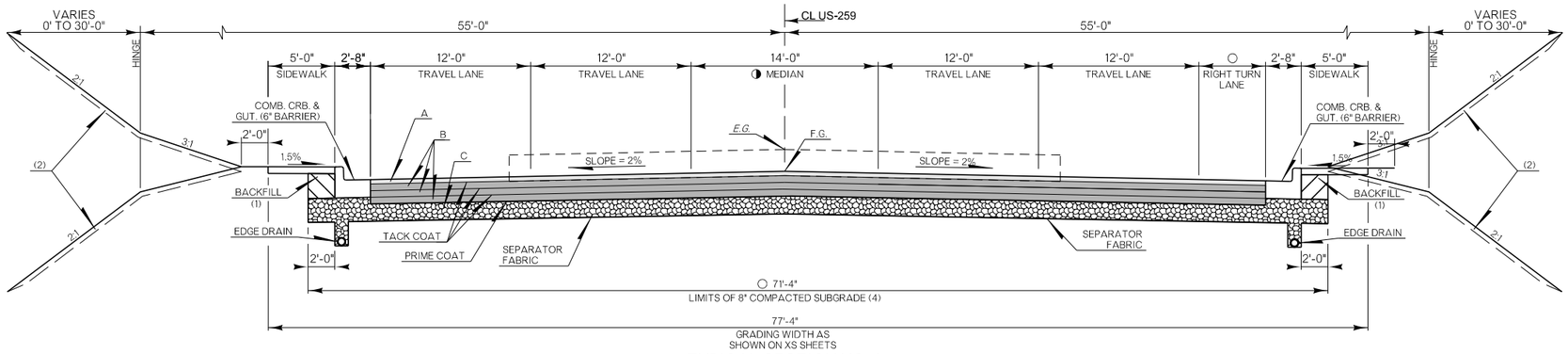
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TYPICAL SECTIONS
APPROVED			
SQUAD			

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. 0002

5/27/2024 N:\IFD\Drawings\1. General\3433308-0002-TYPICAL SECTION.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW
MAY 2024



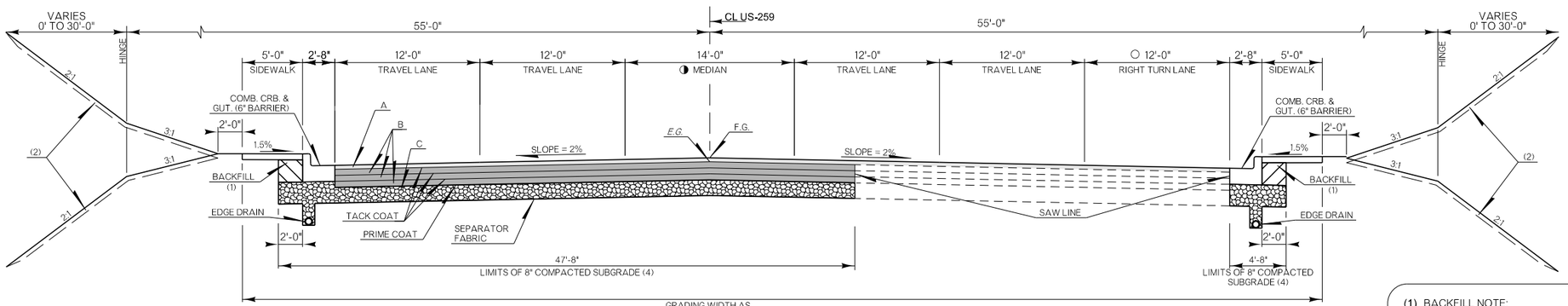
TYPICAL SECTION NO. 3

FULL DEPTH SECTION
STA. 346+00.00 TO STA. 352+00.00
STA. 359+00.00 TO STA. 380+50.00
○ STA. 405+75.00 TO STA. 415+00.00

PAVEMENT REQUIREMENT		
11" PAVT. STRUCTURE	DRIVING LANES AND SHOULDERS	LEGEND
SURFACE COURSE	2" SUPERPAVE, TYPE S4(PG 76-28 OK)	A
BASE COURSE	3" SUPERPAVE, TYPE S3(PG 76-28 OK)	B
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
SUBBASE COURSE	12" AGGREGATE BASE TYPE A	C

◑ SEE FULL-DEPTH DETAILS ON SHEET 0005 FOR CONCRETE MEDIAN AND NB & SB LEFT TURN LANE IMPROVEMENTS.

○ STA. 412+25.00 TO 415+00.00:
- LANE WIDTH VARIES FROM 0' TO 12'-0"
- AGG. BASE AND SUBGRADE WIDTH VARIES FROM 71'-4" TO 83'-4"



TYPICAL SECTION NO. 4

FULL DEPTH W/ OVERLAY SECTION
○ STA. 415+00.00 TO STA. 445+28.00

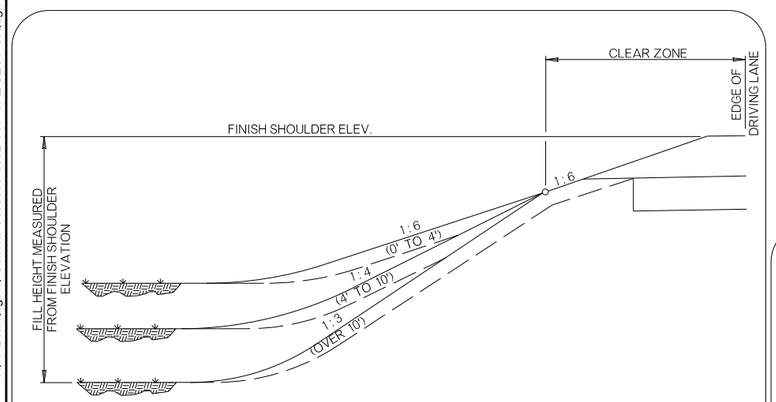
PAVEMENT REQUIREMENT		
11" PAVT. STRUCTURE	DRIVING LANES AND SHOULDERS	LEGEND
SURFACE COURSE	2" SUPERPAVE, TYPE S4(PG 76-28 OK)	A
BASE COURSE	3" SUPERPAVE, TYPE S3(PG 76-28 OK)	B
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
	3" SUPERPAVE, TYPE S3(PG 64-22 OK)	
SUBBASE COURSE	12" AGGREGATE BASE TYPE A	C

◑ SEE FULL-DEPTH DETAILS ON SHEET 0005 FOR CONCRETE MEDIAN AND NB & SB LEFT TURN LANE IMPROVEMENTS.

○ STA. 423+80.00 TO 426+60.00:
- LANE WIDTH VARIES FROM 12'-0" TO 0'

○ STA. 430+70.00 TO 431+90.00:
- LANE WIDTH VARIES FROM 0' TO 12'-0"

○ STA. 441+84.00 TO 444+84.00:
- LANE WIDTH VARIES FROM 12'-0" TO 0'



FILL SLOPE DETAIL

ROUNDING DETAIL

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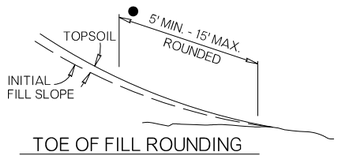
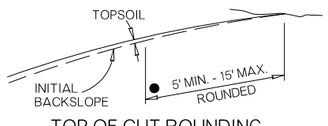


TOE OF FILL ROUNDING



TOP OF CUT ROUNDING

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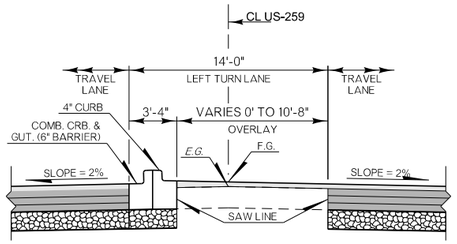
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TYPICAL SECTIONS
APPROVED			
SQUAD			

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. 0003

5/27/2024 N:\IF\Drawings\1. General\3433308-0002-TYPICAL SECTION.dgn

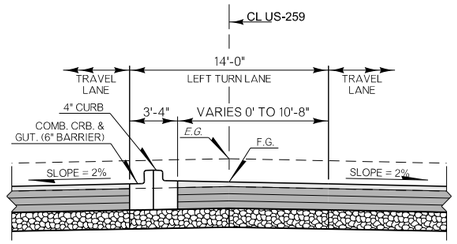
OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW
MAY 2024



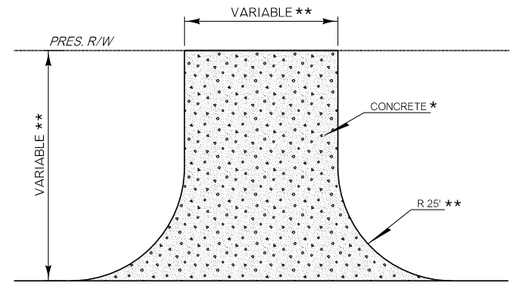
◩ OVERLAY DETAIL: NB LEFT TURN LANE

STA. 335+00.00 TO STA. 337+17.00
STA. 343+00.00 TO STA. 344+77.00
STA. 384+35.00 TO STA. 386+62.00
STA. 392+83.00 TO STA. 394+03.00
STA. 402+50.00 TO STA. 404+62.00

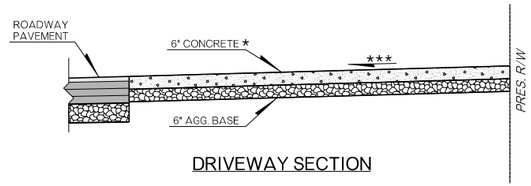


◑ FULL DEPTH DETAIL: NB LEFT TURN LANE

STA. 411+25.00 TO STA. 413+26.00
STA. 414+55.00 TO STA. 417+02.00
STA. 426+50.00 TO STA. 429+02.00
STA. 432+00.00 TO STA. 434+02.00

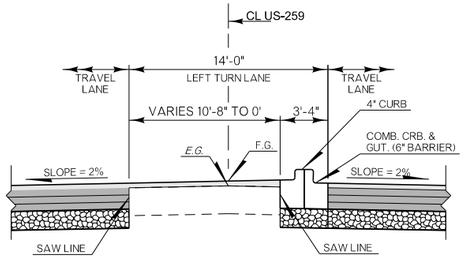


DRIVEWAY PLAN



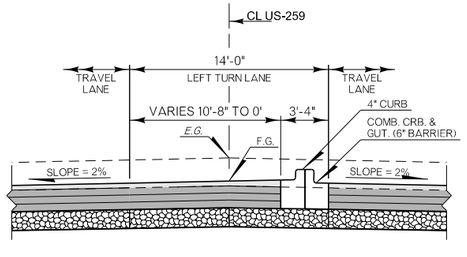
DRIVEWAY SECTION

* UNLESS OTHERWISE NOTED ON PLANS.
** SEE DRIVEWAY SUMMARY TABLE AND PLAN SHEETS FOR ADDITIONAL INFORMATION.
*** SEE CROSS SECTION SHEETS FOR DRIVEWAY SLOPES.



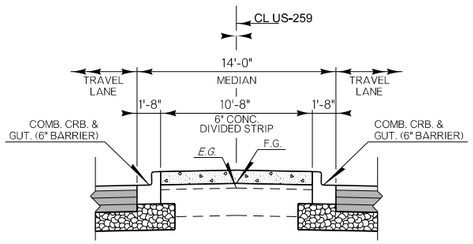
◩ OVERLAY DETAIL: SB LEFT TURN LANE

STA. 352+00.00 TO STA. 354+25.00
STA. 389+53.00 TO STA. 390+66.00
STA. 391+68.00 TO STA. 392+83.00



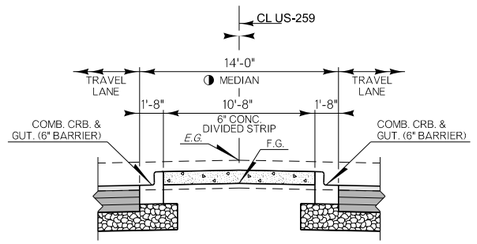
◑ FULL DEPTH DETAIL: SB LEFT TURN LANE

STA. 346+38.00 TO STA. 348+50.00
STA. 407+43.00 TO STA. 409+50.00
STA. 418+48.00 TO STA. 421+00.00
STA. 437+14.00 TO STA. 439+85.00



◩ OVERLAY DETAIL: CONCRETE MEDIAN

STA. 330+94.00 TO STA. 335+00.00
STA. 337+99.00 TO STA. 343+00.00
STA. 354+25.00 TO STA. 359+00.00
STA. 380+35.00 TO STA. 384+47.00
STA. 387+47.00 TO STA. 388+57.00
STA. 390+66.00 TO STA. 390+81.00
STA. 394+72.00 TO STA. 402+50.00
STA. 405+30.00 TO STA. 405+75.00



◑ FULL DEPTH DETAIL: CONCRETE MEDIAN

STA. 348+50.00 TO STA. 351+30.00
STA. 359+00.00 TO STA. 380+35.00
STA. 405+75.00 TO STA. 406+60.00
STA. 409+50.00 TO STA. 411+25.00
STA. 413+95.00 TO STA. 414+55.00
STA. 421+00.00 TO STA. 426+50.00
STA. 429+93.00 TO STA. 432+00.00
STA. 434+95.00 TO STA. 434+35.00
STA. 439+85.00 TO STA. 441+45.00

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION
DRAWN			
CHECKED			TYPICAL SECTIONS
APPROVED			
SQUAD			

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. 0004

5/27/2024 N:\IFI\Drawings\1. General\3433308-0002-TYPICAL SECTION.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW

MAY 2024

0 50' 100'
SCALE IN FEET

WADE, MARILYN K & WILLIAM D 450005594

CROSS LAND INVESTMENTS RETAIL 450005561

HARDAWAY, CHARLES B #50042838

SEC 13 T-5-S, R-24-E

RAMIREZ, EDWARD R & MARY K 450005559

JACKSON, JIMMY & KATHY 450005563

320+00

325+00

330+00.00

HOCHATOWN TRADING POST & COFFEE CO

CHOCTAW NATION CASINO BILLBOARD

SHADY OAKS RESTAURANT

STONE WELL HOUSE

WOOD FENCE

BRANSCOM IDABEL 69MI

BILLBOARD

STA. 323+13.78, 25' R
CONST. 20' CONC. DR. 75' LT
W/ 18" RCP SD

STA. 323+85.44, 25' R
CONST. 16' CONC. DR. 75' LT
W/ 18" RCP SD

STA. 329+16.56, 25' R
CONST. 24' CONC. DR.
W/ 18" RCP SD

PRES. R/W

TOC/TOS

INSTALL RIP RAP

SECTION LINE
N01°51'51"W

CL US-259
N 01°49'46.2" W 7,654.83'

12' 12'

12' 12' 11' 12' 12'

75'

65'

CET-A1 CET-B2 CET-B1 CET-C1

JB-B1 B-01 JB-C1

A-01 A-02 C-0

MH-A1 MH-A2

BM #47

BM #48

USA 450005788

BB REAL ESTATE

PLSTC PICKET

STA 317+50 ℄ 24"x61' rdy rcb crossing ℄ 31'lt, 30' rt ℄ lt in 600.89 ft out 600.64

STA 318.46 ℄ 2.9'x6'x60' rcb rdy crossing ℄ 30' lt, 30' rt. ft in 598.99 ft out 598.15

SECTION LINE
N88°29'17"E

STA 322+55 ℄ 24"x14'0" long cp sd ℄ 33' lt, in 613.02 ft out 609.77

STA 323+87 ℄ 25'x17'x24' cgmpa sd rdy ℄ 33'lt ℄ ft in 616.08 ft out 615.59

STA. 327+36.67, 25' R
CONST. 24' CONC. DR. 65' RT

BEAVER'S BEND STATE PARK

ELK STATUE

BEAVER'S BEND WILDLIFE REFUGE

DIRECTION SIGNS

6' PRIVACY

WOMACK, SHANE W & BETTY JOYCE 450005801

STA 330+29.87 ℄ 12'x16'x60' cgmp sd ℄ 7.38' rt ft in 630.01 ft out 629.87

LEGEND

- OVERLAY
- PAVEMENT/DRIVEWAY/PARKING
- SIDEWALK

675 670 665 660 655 650 645 640 635 630 625 620 615 610 605 600 595 590 585 580 575

BM #47
BOX CUT ON HEADWALL, 25' RT.
STA. 318+58, ELEV. 606.38

UTILITY OWNERSHIP	PHONE NUMBER
MCCURTAIN COUNTY RWD #5	(580) 494-6283
KIAMICHI COUNTY RWD #6	(580) 244-7561
CHOCTAW ELECTRIC COOP.	(580) 780-7561
PINE TELEPHONE	(580) 584-3355
BROKEN BOW PWA	(580) 584-3407

STA 319+25.00
BEGIN PROJECT

MATCH EXISTING

STR. NO. CET-A1 – STA. 319+30.00, 58' RT
CONST. A4 CET
F.L. = 599.2'

STR. NO. MH-A1 – STA. 321+00.00, 42.5' RT
CONST. 4' DIA. MANHOLE W/ 159 LF 18" RCP FROM STR. CET-A1
GROUND = 611.8'
F.L. = 605.9' D.S, F.L. = 599.2'

STR. NO. CET-B2 – STA. 321+80.00, 55' LT
CONST. A4 CET
F.L. = 609.25'

STR. NO. A-01 – STA. 321+00.00, 33' RT
CONST. DESIGN 2(C) INLET W/ 7 LF 18" RCP FROM STR. MH-A1
T.C. = 612.3' GRATE = 611.8'
F.L. = 607.5' D.S, F.L. = 605.9'

STR. NO. JB-B1 – STA. 322+10.00, 54' LT
CONST. 4' DIA. JUNCTION BOX W/ 18 LF 18" RCP FROM STR. CET-B2
GROUND = 613'
F.L. = 609.75' D.S, F.L. = 609.25'

STR. NO. B-01 – STA. 322+10.00, 33' LT
CONST. DESIGN, 3(STD.) INLET W/ 19 LF 18" RCP FROM STR. JB-B1
T.C. = 614.3' GRATE = 613.8'
F.L. = 610' D.S, F.L. = 609.75'

STR. NO. MH-A2 – STA. 323+50.00, 42.5' RT
CONST. 4' DIA. MANHOLE W/ 246 LF 18" RCP FROM STR. MH-A1
GROUND = 617'
F.L. = 611.1' D.S, F.L. = 605.9'

STR. NO. A-02 – STA. 323+50.00, 33' RT
CONST. DESIGN 3(STD.) INLET W/ 7 LF 18" RCP FROM STR. MH-A2
T.C. = 618' GRATE = 617.5'
F.L. = 613.5' D.S, F.L. = 611.1'

STR. NO. CET-B1 – STA. 324+30.00, 52' LT
CONST. A4 CET W/ 208 LF 18" RCP FROM STR. B-01
F.L. = 616.85'

BM #48
DEL POST 72' LT.
STA. 328+09 ELEV. 624.15

STR. NO. CET-C1 – STA. 328+70.00, 51' LT
CONST. A4 CET
F.L. = 627.9'

STR. NO. C-01 – STA. 329+60.00, 39.5' LT
CONST. CDI DES. 2 INLET W/ 8.5 LF 18" RCP FROM STR. JB-C1
T.C. = 632' GRATE = 631.5'
F.L. = 628.5' D.S, F.L. = 628.5'

STR. NO. JB-C1 – STA. 329+60.00, 49' LT
CONST. 4' DIA. JUNCTION BOX W/ 78 LF 18" RCP FROM STR. CET-C1
GROUND = 631.7'
F.L. = 628.5' D.S, F.L. = 627.9'

EXIST. CL US-259

LT SP Ditch

LT 320+00.00
EL 603.90

LT 319+30.00
EL 601.50

+3.43% LT

+2.85% LT

+3.13% LT

LT 321+00.00
EL 606.75

LT 321+80.00
EL 609.25

LT 324+10.00
EL 616.20

+3.18% LT

LT 327+50.00
EL 627.00

+0.77% LT

LT 328+80.00
EL 628.00

315+00.00 316+00.00 317+00.00 318+00.00 319+00.00 320+00.00 321+00.00 322+00.00 323+00.00 324+00.00 325+00.00 326+00.00 327+00.00 328+00.00 329+00.00 330+00.00

5/24/2024

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. R015

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW

MAY 2024

SCALE IN FEET 0 50' 100'

SEC 13 T-5-S, R-25-E

SEC 18 T-5-S, R-25-E

330+00.00

335+00

340+00

345+00.00

SH-259A (SOUTH)

CL US-259

PRES. R/W

TOC/TOS

SECTION LINE N01°53'54"W

N 01°49'46.2" W 7,654.83'

STA. 332+43.43, 25' R CONST 24' CONC. DR. 75' LT

STA. 337+62.84, 25' R CONST. 30' CONC. DR. 75' LT

BM #49

BM #50

INSTALL RIP RAP

SEE SHEET R026 FOR PARALLEL WING WALL DETAILS "C1-LT"

SEE SHEET R026 FOR PARALLEL WING WALL DETAILS "C1-RT"

EXTEND

QUARTER SECTION LINE N88°22'15"E P.I. 345+60.43

HOCHATOWN AMUSEMENTS, LLC 450005565

SMITH, CHRIS & NICOLE 450043168

BLUE MARLIN INV PROP, LLC 450042559

KING, JESSE & LINDA SUE & ANDREW SCOTT 450005564

ELV PROPERTY HOLDINGS, LLC 450047439

WEYERHAEUSER CO 45005557

USA 450005799

LEGEND

OVERLAY

PAVEMENT/DRIVEWAY/PARKING

SIDEWALK

JB-C2 C-02 D-05 D-04 D-03 D-02 D-01 MH-D4 MH-D3 MH-D2 MH-D1 CET-D1 E-03 E-02 E-01 MH-E3 MH-E2 MH-E1 CET-E1 C1 F-01 SD1

STR. NO. JB-C2 – STA.330+92.00, 50' LT
CONST. 4' DIA. JUNCTION BOX W/ 153 LF
T.C. = 633.2' GRATE = 633.2'
F.L. = 630.25' D.S. FL. = 628.5'

STR. NO. C-02 – STA.330+92.00, 37' LT
CONST. CD1DES. 2 INLET W/ 11 LF 18" RCP FROM STR. JB-C2
T.C. = 633.8' GRATE = 633.3'
F.L. = 630.6' D.S. F.L. = 630.25'

STR. NO. D-05 – STA.333+09.00, 50.7' LT
CONST. CD1DES. 2 INLET W/ 97 LF 18"
T.C. = 635.3' GRATE = 634.8'
F.L. = 630.8' D.S. F.L. = 629'

STR. NO. MH-D4 – STA.334+00.00, 42.5'
CONST. 4' DIA. MANHOLE W/ 159 LF 18" RCP FROM STR. CET-A1
T.C. = 635.5' GRATE = 635'
F.L. = 629' D.S. F.L. = 627.8'

STR. NO. D-04 – STA.334+00.00, 33' LT
CONST. DESIGN 2(C) INLET W/ 7 LF 18" RCP FROM STR. MH-D4
T.C. = 634.9' GRATE = 634.4'
F.L. = 630' D.S. F.L. = 629'

STR. NO. MH-D3 – STA.335+25.00, 42.5'
CONST. 4' DIA. MANHOLE W/ 185 LF 18" RCP FROM STR. D-04
T.C. = 634.25' GRATE = 633.75'
F.L. = 627.8' D.S. F.L. = 626.1'

STR. NO. D-03 – STA.335+25.00, 33' LT
CONST. DESIGN 2(C) INLET W/ 7 LF 18" RCP FROM STR. MH-D3
T.C. = 634.25' GRATE = 633.75'
F.L. = 629.54' D.S. F.L. = 627.8'

STR. NO. MH-E3 – STA.335+25.00, 42.5'
CONST. 4' DIA. MANHOLE W/ 188 LF 18" RCP FROM STR. MH-E2
T.C. = 634.3' GRATE = 633.8'
F.L. = 627.9' D.S. F.L. = 626.4'

STR. NO. E-03 – STA.335+25.00, 33' RT
CONST. DESIGN 1(C) INLET W/ 7 LF 18" RCP FROM STR. MH-E3
T.C. = 634.5' GRATE = 634'
F.L. = 630' D.S. F.L. = 629.5'

STR. NO. MH-D2 – STA.337+15.00, 42.5'
CONST. 4' DIA. MANHOLE W/ 205 LF 18" RCP FROM STR. MH-D1
T.C. = 632.5' GRATE = 632'
F.L. = 626.1' D.S. F.L. = 623.1'

STR. NO. MH-E2 – STA.337+15.00, 42.5'
CONST. 4' DIA. MANHOLE W/ 208 LF 18" RCP FROM STR. MH-E1
T.C. = 632.8' GRATE = 632.3'
F.L. = 626.4' D.S. F.L. = 624.75'

STR. NO. D-02 – STA.337+15.00, 54' LT
CONST. CD1DES. 2 INLET W/ 8 LF 18" RCP FROM STR. MH-D2
T.C. = 631.4' GRATE = 630.9'
F.L. = 627.85' D.S. F.L. = 626.1'

STR. NO. E-02 – STA.337+15.00, 33' RT
CONST. DESIGN 3(STD.) INLET W/ 7 LF 18" RCP FROM STR. MH-E2
T.C. = 632.8' GRATE = 632.5'
F.L. = 628.29' D.S. F.L. = 628'

STR. NO. MH-E2 – STA.337+15.00, 42.5'
CONST. 4' DIA. MANHOLE W/ 208 LF 18" RCP FROM STR. MH-E1
T.C. = 632.8' GRATE = 632.3'
F.L. = 626.4' D.S. F.L. = 624.75'

STR. NO. MH-D1 – STA.339+25.00, 42.5'
LT
CONST. 4' DIA. MANHOLE W/ 50 LF 18"
T.C. = 630.1' GRATE = 629.6'
F.L. = 623.7' D.S. F.L. = 622.6'

STR. NO. D-01 – STA.339+25.00, 33' LT
CONST. DESIGN 2(D) INLET W/ 7 LF 18" RCP FROM STR. MH-D1
T.C. = 630.5' GRATE = 629.9'
F.L. = 626' D.S. F.L. = 623.7'

STR. NO. E-01 – STA.339+25.00, 33' RT
CONST. DESIGN 2(D) INLET W/ 7 LF 18" RCP FROM STR. MH-E1
T.C. = 630.5' GRATE = 630'
F.L. = 626' D.S. F.L. = 625.75'

STR. NO. MH-E1 – STA.339+25.00, 42' RT
CONST. 4' DIA. MANHOLE W/ 50 LF 18" RCP FROM STR. CET-E1
T.C. = 631.25' GRATE = 630.75'
F.L. = 624.75' D.S. F.L. = 624.5'

STR. NO. CET-D1 – STA.33975, 60' LT
CONST. A4 CET
F.L. = 622.6'

STR. NO. CET-E1 – STA.339+85.00, 51' RT
CONST. A4 CET
F.L. = 624.5'

STR. NO. C1 – STA.340+44.92, NA' NA
EXT. EXIST. 48" DIAM. X 64' RDY. CGMP
14' LG. LT. & 14' LG. RT.
F.L. = 620.98'

STR. NO. SD1 – STA.344+85.00, 50' LT
CONST. 18"x62.5' RCP SD W/ A4 CET
F.L. = 622.6'

STR. NO. F-01 – STA.34450, 33' LT
CONST. 5' X 10' CONC. FLUME

STA 330+46
@ 18"x24"x140' rock pipe
17' N or 14' S
@ crossing side road
17' rt. @ ft. in 625.03
ft. out 624.59

STA 330+29
@ 3'x2'x29' rdy rdy
crossing side road
@ 514' rt. @ ft. in 628.70
ft. out 628.43

STA 336+92
@ 4'x20' long pvc sd
84' lt. @ ft. in 630.99
ft. out 630.78

STA 337+62
@ 18"x46' long cgmp sd
35' lt. @ ft. in 628.96
ft. out 628.24

STA 340+24
@ 18"x40' long cgmp sd
83' lt. @ ft. in 620.77
ft. out 619.78

STA 340+45
@ 48"x64' cgmp rdy crossing
@ 32' lt. 32' rt. ft. in 620.72
ft. out 619.53

BM #49
DEL POST 50' LT.
STA. 332+21, ELEV. 634.83

BM #50
BOX CUT ON CONC. DRIVE 31' LT
STA. 337+46, ELEV. 630.96

EXIST. CL US-259

STR. C1
STA. 340+45.00
EXT. EXIST 48"x64" CGMP
14 LG. LT. & 14 LG. RT.

3.55% LT

LT SP Ditch

RT SP Ditch

+1.68% RT

+0.50% RT

-0.31% RT

-1.00% RT

+0.36% LT

-1.45% RT

-1.25% LT

LT 338+00.00 EL 628.30

LT 339+00.00 EL 624.75

LT 339+60.00 EL 622.40

RT 341+25.00 EL 623.92

RT 341+80.00 EL 624.80

RT 342+20.00 EL 625.00

LT 342+50.00 EL 623.80

RT 343+00.00 EL 624.75

LT 343+75.00 EL 624.25

RT 344+00.00 EL 623.75

LT 344+90.00 EL 622.50

RT 345+00.00 EL 622.30

EX= 632.66 EX= 633.92 EX= 634.86 EX= 635.21 EX= 634.93 EX= 634.44 EX= 633.84 EX= 632.96 EX= 631.87 EX= 630.68 EX= 629.58 EX= 628.69 EX= 627.84 EX= 626.81 EX= 626.06 EX= 625.55

330+00.00 331+00.00 332+00.00 333+00.00 334+00.00 335+00.00 336+00.00 337+00.00 338+00.00 339+00.00 340+00.00 341+00.00 342+00.00 343+00.00 344+00.00 345+00.00

5/24/2024

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. R016

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW

MAY 2024

0 50' 100'
SCALE IN FEET

SEC 13
T-5-S, R-24-E

SEC 18
T-5-S, R-25-E

SEC 13
T-5-S, R-24-E

WEYERHAEUSER CO
450005557

WEYERHAEUSER CO
450005557

CERTIFIED
450005795

USA
450042495

USA
450042495

QUARTER SECTION LINE
N88°22'15"E

SECTION LINE
N01°52'03"W

345+00.00

350+00

355+00

360+00.00

CL US-259

PRES. R/W

TOC/TOS

INSTALL RIP RAP

BM #52

Low Wire Clearance = 22.57'

PT 355+38.8847

N 32°59'13.4" W 3,661.49'

BM #53

STA 345+21.84, 15' R
CONST. 18' CONC. DR. 65' LT
W/ 18" RCP SD

STA. 345+89.24, 15' R
CONST. 15' CONC. DR. 65' RT
W/ 18" RCP SD

STA 349+00
C 4'x4'x82' rcb crossing
C 41' rt. 41' lt. C rd
f. in 609.6
f. out 608.6

EXTEND

STA 351+73.29, 15' R
CONST. 24' CONC. DR. 65' RT

STA345+17
C 18"x42' long comp sd
33' lt. C f.in 622.94
f. out 622.71

SD1 SD2 SD3 SD4 SD5 SD6 SD7 SD8 SD9 SD10 SD11 SD12 SD13 SD14 SD15 SD16 SD17 SD18 SD19 SD20 SD21 SD22 SD23 SD24 SD25 SD26 SD27 SD28 SD29 SD30 SD31 SD32 SD33 SD34 SD35 SD36 SD37 SD38 SD39 SD40

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW
MAY 2024

0 50' 100'
SCALE IN FEET

WEYERHAEUSER CO
450005557

SEC 13
T-5-S, R-24-E

365+00

370+00

BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450042376

YASHAU CREEK

SEE SHEET RW01 FOR
RETAINING WALL DETAILS

INSTALL RIP RAP

TOC/TOS

PRES. R/W

H-01

C3

C4

C5

JB-H1

MH-H1

H-02

MH-H2

H-03

360+00.00

375+00.00

65'

12' 12' 12' 12'

CL US-259
N 22°50'13.4" W
3,661.40'

BM #54
DEL POST 41' RT
STA. 366+08 ELEV. 609.85

JB-I1

I-02

I-03

JB-I2

MH-I1

I-01

USA
450042495

CHOCTAW NATION
OF OKLAHOMA
450042496

SECTION LINE
S88°01'57"W

SEC 13
T-5-S, R-24-E

SEC 12
T-5-S, R-24-E

STA 362+61
6'x3'x76' rcb rdy crossing
@ 88° lt. 38' rt. fl.in 602.42
fl. out 601.77
EXTEND

STA 368+20 @
24'x84' rcp rdy crossing
@ 42' lt. 42' rt. fl.in 601.26
fl. out 599.26
headwall busted on west
end and silted in on east end
EXTEND

LEGEND
- OVERLAY
- PAVEMENT/DRIVEWAY/PARKING
- SIDEWALK

STR. NO. H-01 – STA. 362+00.00, 33' LT
CONST. DESIGN 2(B) INLET W/ 56' LF
18" RCP FROM STR. C3
T.C. = 614.8' GRATE = 614.1'
F.L. = 609.69' D.S. F.L. =

STR. NO. I-01 – STA. 362+00.00, 33' RT
CONST. DESIGN 2(C) INLET W/ 55' LF
18" RCP FROM STR. C3
T.C. = 614.6' GRATE = 614.1'
F.L. = 609.89' D.S. F.L. =

STR. NO. C3 – STA. 362+61.00, NA' NA
EXT. EXIST. 6'x5' x 76' RDY. RCB 8' LG.
F.L. = 602.49'

STR. NO. C4 – STA. 365+00.00, NA' NA
EXT. EXIST. 24" DIAM. X 78' RDY. RCP 6'
LG. L.T. & 8' LG. RT.
F.L. = 604.87'

STR. NO. JB-H1 – STA. 368+20.00, 42'
CONST. 4' SQUARE JUNCTION BOX
F.L. = 599.26'

STR. NO. C5 – STA. 368+20.00, NA' NA
EXT. EXIST. 24" DIAM. X 84' RDY. RCP 4'
F.L. = 601.36'

STR. NO. JB-I1 – STA. 368+20.00, 42'
RT
CONST. 4' SQUARE JUNCTION BOX
F.L. = 601.26'

STR. NO. MH-H1 – STA. 368+40.00, 42'
CONST. 4' DIA. MANHOLE W/ 16' LF 18"
RCP FROM STR. JB-H1
T.C. = 609.1' GRATE = 608.6'
F.L. = 600' D.S. F.L. = 599.26'

STR. NO. H-02 – STA. 368+40.00, 33' LT
CONST. DESIGN 2(C) INLET W/ 7' LF 18"
RCP FROM STR. MH-H1
T.C. = 609.1' GRATE = 608.6'
F.L. = 604.4' D.S. F.L. = 604'

STR. NO. I-02 – STA. 368+40.00, 33' RT
CONST. DESIGN 2(C) INLET W/ 7' LF 18"
RCP FROM STR. MH-I1
T.C. = 609.1' GRATE = 608.6'
F.L. = 604.4' D.S. F.L. = 604'

STR. NO. MH-I1 – STA. 368+40.00, 42'
CONST. 4' DIA. MANHOLE W/ 16' LF 18"
RCP FROM STR. JB-I1
T.C. = 609.1' GRATE = 608.6'
F.L. = 602' D.S. F.L. = 601.26'

STR. NO. MH-H2 – STA. 370+75.00, 42'
CONST. 4' DIA. MANHOLE W/ 231' LF 18"
RCP FROM STR. MH-H1
T.C. = 607.8' GRATE = 607.3'
F.L. = 601.3' D.S. F.L. = 600'

STR. NO. H-03 – STA. 370+75.00, 33' LT
CONST. DESIGN 3(STD.) INLET W/ 7' LF
18" RCP FROM STR. MH-H2
T.C. = 607.8' GRATE = 607.3'
F.L. = 603.3' D.S. F.L. = 603'

STR. NO. I-03 – STA. 370+75.00, 33' RT
CONST. DESIGN 3(STD.) INLET W/ 7' LF
18" RCP FROM STR. MH-H2
T.C. = 607.8' GRATE = 607.3'
F.L. = 603.5' D.S. F.L. = 603.25'

STR. NO. JB-I2 – STA. 370+75.00, 42'
CONST. 4' DIA. JUNCTION BOX W/ 231
LF 18" RCP FROM STR. MH-I1
T.C. = 606.75' GRATE = 606.25'
F.L. = 603.25' D.S. F.L. = 602'

BM #54
DEL POST 41' RT
STA. 366+08 ELEV. 609.85

L=135.00'
K=125.46

L=300.00'
K=209.30

EXIST. CL US-259

CL US-259

VPC 362+57.50
EL 613.84

VPT 363+92.50
EL 612.39

VPI 363+25.00
EL 612.75

RT 361+00.00
EL 609.75

RT 360+50.00
EL 612.50

RT SP Ditch

RT 365+60.00
EL 608.25

RT 366+00.00
EL 609.00

PVI 366+50.00
EL 611.00

RT 367+00.00
EL 608.60

RT SP Ditch

RT 368+00.00
EL 604.40
RT 368+10.00
EL 602.95

VPC 368+75.00
EL 608.90

VPT 371+75.00
EL 608.25

VPI 370+25.00
EL 607.50

LP 370+70.35
EL 607.99

-1.61%
-2.53% RT
-5.50% RT
-0.54%
-1.61%
-0.54%
-0.40% RT
-1.88% RT
-4.20% RT
-14.50% RT
-0.93%
-0.93%
+0.50%
+0.50%

| | | |

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW

MAY 2024

0 50' 100'
SCALE IN FEET

SEC 12
T-5-S, R-24-E

380+00

385+00

375+00.00

390+00.00

BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450005555

BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450005553

BATSON, MICHAEL DALE & ROBYN
ELIZEBETH BASTON REV LIV TRUST
450042374

YASHAU CREEK

CHOCTAW NATION
OF OKLAHOMA
450042496

CHOCTAW NATION
OF OKLAHOMA
450005554

CL US-259
N 22°50'13.4" W 3,661.40'

BM #55
BM #56
BM #57

INSTALL RIP RAP
TOC/TOS
PRES. R/W
EXTEND

STA 387+21.97, 15' R
CONST. 12' CONC. DR. 65' LT

STA. 389+14.00, 25' R
CONST. 24' CONC. DR. 65' RT
W/ 18" RCP SD

STA378+27
@ 27' lt. 8'x7'x54' rcb crossing
27' rt. Ein 600.98
fL out 599.89

STA385+53
@ 4'x3'x54 rcb crossing
23' rt. 31' lt. rdy
fL in 611.03
fL out 610.03

STA387+13
@ 18"x36' long skill sd
46' lt @ fL in 615.68
fL out 614.83

STA389+11
@ 24"x38" long cgmp sd
45' lt @ fL in 621.25
fL out 620.47

LEGEND
- OVERLAY
- PAVEMENT/DRIVEWAY/PARKING
- SIDEWALK

BM #55
BOX CUT ON HEADWALL 36' RT
STA. 375+81 ELEV. 605.69

BM #56
DEL POST 64' LT
STA. 381+71 ELEV. 612.13

BM #57
BOX CUT ON HEADWALL 31' L T
STA. 385+52 ELEV. 614.59

STR. NO. C6 – STA.375+83.00, NA' NA
EXT. EXIST. 4'x3' x7' RDY. RCB 6' LG.
F.L. = 601.7'

STR. NO. H-04 – STA.376+00.00, 33' LT
CONST. DESIGN 2(B) INLET W/ 13 LF
18" RCP FROM STR. C6
T.C. = 610.4' GRATE = 609.9'
F.L. = 605.69' D.S. F.L. =

STR. NO. I-04 – STA.376+00.00, 33' RT
CONST. DESIGN 2(B) INLET W/ 13 LF
T.C. = 610.4' GRATE = 609.9'
F.L. = 605.69' D.S. F.L. =

STR. NO. C7 – STA.378+27.00, NA' NA
EXT. EXIST. 19'x8' x54' RDY. RCB 19'
LG. LT. & 19' LG. RT.
F.L. = 601.38'

STR. NO. H-05 – STA.378+90.00, 33' LT
CONST. DESIGN 2(C) INLET W/ 51 LF
18" RCP FROM STR. C7
T.C. = 613.4' GRATE = 612.9'
F.L. = 608.69' D.S. F.L. =

STR. NO. I-05 – STA.378+90.00, 33' RT
CONST. DESIGN 2(D) INLET W/ 51 LF
18" RCP FROM STR. C7
T.C. = 613.4' GRATE = 612.9'
F.L. = 608.69' D.S. F.L. =

STR. NO. C8 – STA.385+53.10, NA' NA
EXT. EXIST. 4'x3' x54' RDY. RCB 15' LG.
LT. & 23' LG. RT.
F.L. = 611.46'

STR. NO. MH-H3 – STA.385+70.00, 42'
CONST. - MANHOLE W/ 15 LF 18" RCP
FROM STR. C8
T.C. = 618.2' GRATE = 617.7'
F.L. = 611.7' D.S. F.L. =

STR. NO. H-06 – STA.385+70.00, 33' LT
CONST. DESIGN 2(B) INLET W/ 7 LF 18"
RCP FROM STR. MH-H3
T.C. = 618.3' GRATE = 617.8'
F.L. = 613.59' D.S. F.L. = 613'

STR. NO. I-06 – STA.385+70.00, 33' RT
CONST. DESIGN 3(STD.) INLET W/ 10
LF 18" RCP FROM STR. C8
T.C. = 618.3' GRATE = 617.8'
F.L. = 613.59' D.S. F.L. =

STR. NO. MH-H4 – STA.387+60.00, 42'
CONST. 4' DIA. MANHOLE W/ 186 LF
18" RCP FROM STR. MH-H3
T.C. = 621.5' GRATE = 621'
F.L. = 614.4' D.S. F.L. = 611.7'

STR. NO. H-07 – STA.387+60.00, 33' LT
CONST. DESIGN 3(STD.) INLET W/ 7 LF
18" RCP FROM STR. MH-H4
T.C. = 621.5' GRATE = 621'
F.L. = 616.79' D.S. F.L. = 616.25'

STR. NO. SD3 – STA.388+80.00, 52' RT
CONST. 18" X 91' RCP SD W/ A4 CET
F.L. = 622.4"

STR. NO. I-07 – STA.389'70, 33' RT
CONST. 5' X 13' CONC. FLUME

L=135.00'
K=186.92

L=135.00'
K=243.00

PVC 375+07.50
EL 609.91

VPT 376+42.50
EL 611.08

VPI 375+75.00
EL 610.25

VPC 377+32.50
EL 612.17

VPT 378+67.50
EL 613.45

VPI 378+00.00
EL 613.00

VPI 379+50.00
EL 614.00

VPI 380+35.00
EL 615.00

+0.50%
+1.22%
+1.22%
+0.67%
+0.67%
+1.18%
+0.60%
+1.12% RT
+2.58% RT
+12.33% RT
+0.36% RT
+0.51% RT
-0.94% RT
+1.59% RT
+3.16% RT
+2.43% RT
+2.60% RT

RT 379+20.00
EL 609.25

RT 379+60.00
EL 610.80

RT 382+00.00
EL 613.50

RT SP Ditch

RT 383+40.00
EL 614.00

RT 384+38.00
EL 614.50

RT 385+18.00
EL 613.75

RT 385+40.00
EL 613.00

RT 386+80.00
EL 615.63

RT 387+85.00
EL 617.30

RT SP Ditch

RT 388+80.00
EL 620.30

RT 389+50.00
EL 622.00

FG= 609.88	FG= 610.60	FG= 611.78	FG= 612.91	FG= 613.67	FG= 614.59	FG= 615.09	EX= 615.29	EX= 615.72	EX= 616.17	EX= 616.68	EX= 617.48	EX= 618.70	EX= 620.39	EX= 622.35	EX= 624.58	EX= 626.80
EX= 612.64	EX= 612.94	EX= 613.44	EX= 613.93	EX= 614.34	EX= 614.80											

375+00.00 376+00.00 377+00.00 378+00.00 379+00.00 380+00.00 381+00.00 382+00.00 383+00.00 384+00.00 385+00.00 386+00.00 387+00.00 388+00.00 389+00.00 390+00.00

5/24/2024

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. R019

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW

MAY 2024

0 50' 100'
SCALE IN FEET

BATSON, MICHAEL DALE & ROBYN ELIZEBETH BASTON REV LIV TRUST 450005553

SEC 12 T-5-S, R-24-E

395+00

400+00

POST OAK RD

STA. 394+21.49, 15' R CONST. 88.5' CONC. DR. 65' LT

WHEELER, KAREN J 450005540

STA. 404+96.37, 15' R CONST. 22' CONC. DR. 65' LT

TOC/TOS

BM #58

BM #59

PRES. R/W

CL US-259

390+00.00

405+00.00

N 22°50'13.4" W 3,661.40'

J-04

I-08

I-09

I-10

J-03

MH-J3

MH-J2

J-02

PI 401+44.70

PI 401+44.6969
118°43'11.3857" RT
D 00°59'59.9987"
T 944.41SF
L 1871.98SF
R 5729.58SF
PC 392+00.29
PT 410+72.27

SD4

HIDDENLAKE RD

STA. 391+28.20, 25' R CONST. 28' CONC. DR. 65' RT W/ 18" RCP SD

PC 392+00.29

STA 391+26 @ 24"X40' long cgmp sd 36' ft @ ft in 625.7 ft out 625.38

STA 393+82 @ 19"X14"X40' long 77' ft @ ft in 628.32 ft out 627.82

CHOCTAW NATION OF OKLAHOMA 450005554

SEC 12 T-5-S, R-24-E

QUARTER SECTION LINE N88°03'07"E

USA 450042494

STA 403+73 @ 18"X33' long cgmp sd 31' ft @ ft in 642.89 ft out 642.87

LEGEND

- OVERLAY
- PAVEMENT/DRIVEWAY/PARKING
- SIDEWALK

STR. NO. SD4 – STA.390+95.00, 53.5' CONST. 18"X65' RCP SD W/ A4CET F.L. = 625.8'

STR. NO. I-08 – STA.39215, 33' RT CONST. 5' X 15' CONC. FLUME

STR. NO. I-09 – STA.395+25.00, 33' RT CONST. 5' X 10' CONC. FLUME

STR. NO. I-10 – STA.397+75.00, 33' RT CONST. 5' X 8' CONC. FLUME

STR. NO. J-04 – STA.401+80.00, 33' LT CONST. DESIGN 2 (STD.) INLET W/ 64 LF 18" RCP FROM STR. J-03 T.C. = 645.45' GRATE = 645.1' F.L. = 641.25' S.S. F.L. = 640.75'

STR. NO. MH-J3 – STA.401+80.00, 42' CONST. 4' DIA. MANHOLE W/ 170 LF 18" RCP FROM STR. MH-J2 T.C. = 645.55' GRATE = 645.05' F.L. = 639.1' D.S. F.L. = 638.5'

STR. NO. J-03 – STA.401+80.00, 33' RT CONST. DESIGN 2 (B) INLET W/ 7 LF 18" T.C. = 645.6' GRATE = 645.1' F.L. = 640.75' D.S. F.L. = 639.1'

STR. NO. MH-J2 – STA.403+55.00, 42' CONST. 4' DIA. MANHOLE W/ 200 LF 18" RCP FROM STR. MH-J1 T.C. = 645.95' GRATE = 645.45' F.L. = 638.5' D.S. F.L. = 637.5'

STR. NO. J-02 – STA.403+55.00, 33' RT CONST. DESIGN 2 (B) INLET W/ 7 LF 18" RCP FROM STR. MH-J2 T.C. = 646' GRATE = 645.5' F.L. = 641.5' D.S. F.L. = 638.5'

BM #58
DELL POST 52' LT
STA. 391+66 ELEV. 625.43

BM #59
DELL POST 45 LT
STA. 398+82 ELEV. 642.52

EXIST. CL US-259

+2.60% RT
+0.82% RT
+3.21% RT
+2.67% RT
+2.27% RT
+1.92% RT

RT 390+50.00 EL 624.60
RT 391+60.00 EL 625.50
RT 393+00.00 EL 630.00
RT 395+00.00 EL 635.35
RT SP Ditch
RT 396+50.00 EL 638.75
RT 397+80.00 EL 641.25

680 675 670 665 660 655 650 645 640 635 630 625 620 615 610 605 600 595 590 585

EX= 626.80 | EX= 628.97 | EX= 631.16 | EX= 633.42 | EX= 635.70 | EX= 638.00 | EX= 640.05 | EX= 641.84 | EX= 643.49 | EX= 644.68 | EX= 645.18 | EX= 645.61 | EX= 645.66 | EX= 645.80 | EX= 646.17 | EX= 646.42

390+00.00 391+00.00 392+00.00 393+00.00 394+00.00 395+00.00 396+00.00 397+00.00 398+00.00 399+00.00 400+00.00 401+00.00 402+00.00 403+00.00 404+00.00 405+00.00

5/24/2024

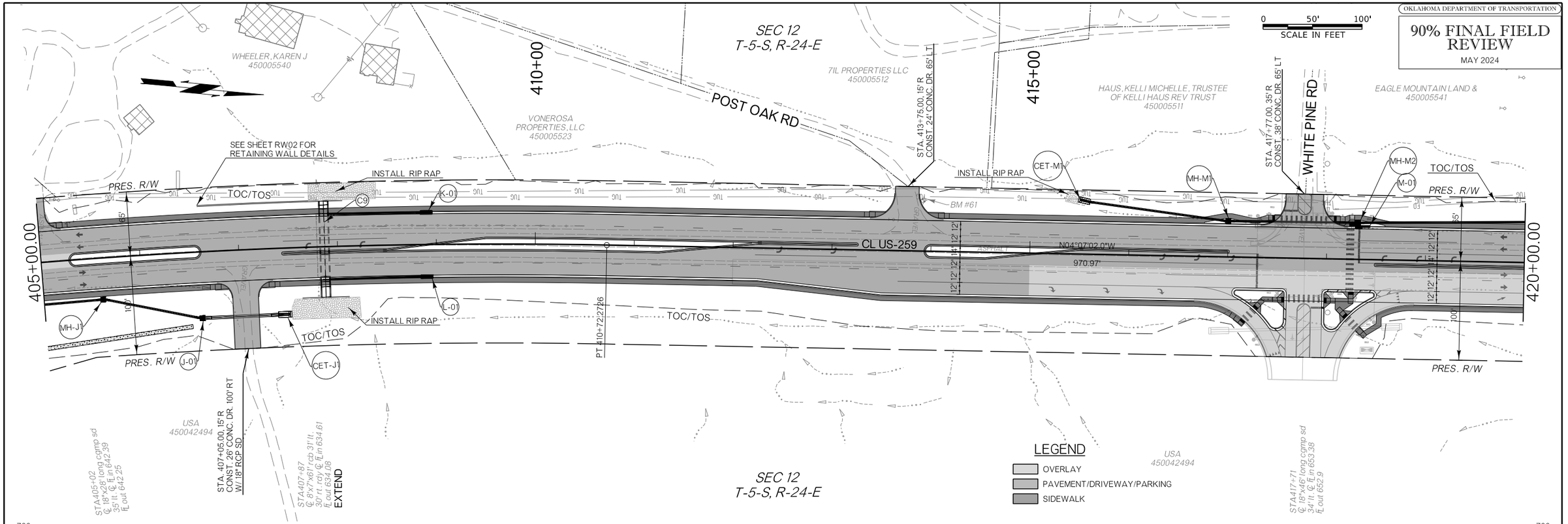
COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. R020

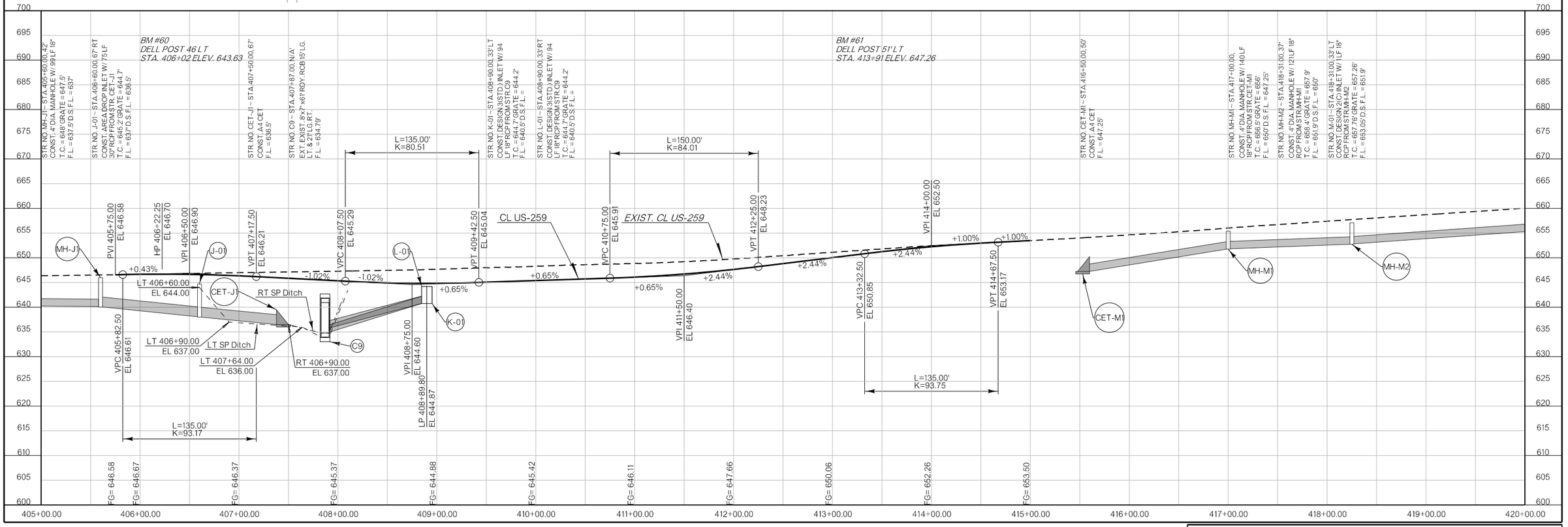
OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW

MAY 2024

0 50' 100'
SCALE IN FEET





5/24/2024

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. R021

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW

MAY 2024

0 50' 100'
SCALE IN FEET

SEC 12
T-5-S, R-24-E

SEC 1
T-5-S, R-24-E

DANIEL, MICHAEL &
4500046202

WAGNER, EDWARD A
& BARBARA A
450005519

DUNCAN, HENRY
45005463

MCCURTAIN COUNTY
NATIONAL BANK
450043584

USA
450042494

USA
450042493

425+00

430+00

420+00.00

435+00.00

SECTION LINE
N88°04'21"E

EXTEND
STA 426+67
@ 24"x62" rcp crossing
27' ct, 35' lt, rdy fl.in 657.66
fl. out 653.65

PINYON RD

PI 431+91.1730
+ 22°39'30.8915" LT
D 00°59'59.9987"
T 1147.93SF
L 2265.86SF
R 5729.58SF
PC 420+43.24
PT 443+09.10

PI 431+91.17

STA. 429+45.00, 15' R
CONST. 30' CONC. DR. 65' LT

STA. 434+40.00, 15' R
CONST. 30' CONC. DR. 65' LT

PC 420+43.2436

PRES. R/W

INSTALL RIP RAP

INSTALL RIP RAP

TOC/TOS

TOC/TOS

MH-M3

M-02

MH-M4

M-04

JB-N1

MH-N1

N-02

MH-O3

O-03

M-03

O-04

C10

N-01

CL US-259

ASPHALT

BM #62

BM #63

120'

110'

65'

100'

5'

12' 12' 12' 12' 12' 12'

LEGEND

- OVERLAY
- PAVEMENT/DRIVEWAY/PARKING
- SIDEWALK

710 705 700 695 690 685 680 675 670 665 660 655 650 645 640 635 630 625 620 615 610

420+00.00 421+00.00 422+00.00 423+00.00 424+00.00 425+00.00 426+00.00 427+00.00 428+00.00 429+00.00 430+00.00 431+00.00 432+00.00 433+00.00 434+00.00 435+00.00

STR. NO. MH-M3 ~ STA. 420+50.00, 42'
CONST. 1 4' DIA. MANHOLE W/ 222 LF
T.C. = 662.3' GRATE = 661.8'
F.L. = 655' D.S. F.L. = 651.9'

STR. NO. M-02 ~ STA. 420+50.00, 33'
CONST. DESIGN 3(STD.) INLET W/ 7 LF
18" RCP FROM STR. MH-M3
T.C. = 660.8' GRATE = 660.3'
F.L. = 656.09' D.S. F.L. = 655'

BM #62
DELL POST 18 LT
STA. 421+81 ELEV. 661.90

STR. NO. M-03 ~ STA. 420+50.00, 6' RT
CONST. DESIGN 3(STD.) INLET W/ 37'
T.C. = 661.65' GRATE = 661.15'
F.L. = 656.94' D.S. F.L. = 655'

STR. NO. MH-M4 ~ STA. 422+80.00, 42'
CONST. 4' DIA. MANHOLE W/ 235 LF
18" RCP FROM STR. MH-M3
T.C. = 664.3' GRATE = 663.8'
F.L. = 657.8' D.S. F.L. = 655'

STR. NO. M-04 ~ STA. 422+60.00, 33'
CONST. DESIGN 1(D.) INLET W/ 7' LF 18"
RCP FROM STR. MH-M4
T.C. = 663.55' GRATE = 663.05'
F.L. = 658.84' D.S. F.L. = 657.8'

STR. NO. JB-N1 ~ STA. 426+72.50, 42'
CONST. 4' SQUARE JUNCTION BOX
T.C. = '-'GRATE = 656.75'
F.L. = 653.2' D.S. F.L. = '-'

STR. NO. C10 ~ STA. 426+67.20, N/A'
EXT. EXIST. 24"DIAM.x62' RDY. RCP 11'
LG. LT. & 25' LG. RT.
F.L. = 659.28'

STR. NO. N-01 ~ STA. 427+35.00, 3.3' LT
CONST. DESIGN 1(A.) INLET W/ 37' LF
18" RCP FROM STR. MH-N1
T.C. = 663.04' GRATE = 662.54'
F.L. = 658.75' D.S. F.L. = 656.5'

STR. NO. N-02 ~ STA. 428+50.00, 33' LT
CONST. DESIGN 1(D.) INLET W/ 112' LF
18" RCP FROM STR. MH-N1
T.C. = 661.45' GRATE = 660.95'
F.L. = 657' D.S. F.L. = 656.5'

BM #63
DELL POST 51 LT
STA. 429+88 ELEV. 655.73

STR. NO. MH-O3 ~ STA. 432+85.00, 42'
CONST. 4' DIA. MANHOLE W/ 235 LF
18" RCP FROM STR. MH-O2
T.C. = 658.5' GRATE = 658'
F.L. = 652' D.S. F.L. = 649.75'

STR. NO. O-03 ~ STA. 432+85.00, 33'
CONST. DESIGN 2(C.) INLET W/ 71 LF 18"
RCP FROM STR. MH-O3
T.C. = 658.5' GRATE = 658'
F.L. = 654' D.S. F.L. = 652'

STR. NO. O-04 ~ STA. 432+85.00, 3.25'
CONST. DESIGN 1(B.) INLET W/ 28 LF
18" RCP FROM STR. O-03
T.C. = 659.1' GRATE = 658.6'
F.L. = 654.75' D.S. F.L. = 654'

EXIST. CL US-259

JB-N1
N-02
N-01
JB-N2
C10
MH-M3
MH-M4
MH-O3

LT 426+40.00
EL 662.50

-31.67% LT

-4.00% LT

LT 426+70.00
EL 653.00

LT 427+00.00
EL 651.80

LT SP Ditch

5/24/2024

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. R022

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90% FINAL FIELD REVIEW

MAY 2024

0 50' 100'
SCALE IN FEET

SEC 1
T-5-S, R-24-E

440+00

445+00

435+00.00

MCCURTAIN COUNTY NATIONAL BANK 450043584

CUNNINGHAM & DUNCAN LLC 450041277

USA 450042493

MH-O2 MH-O1 O-02 O-01 TOC/TOS INSTALL RIP RAP PRES. R/W C11 P-01 MH-P1 P-02

PRES. R/W 65' 12' 12' 12' 12' 12' 65'

PI 443+09.025

TOC/TOS 90'

CL US-259
N 26°46'32.9" W
4,853.25'

PRES. R/W 65' 90'

BM #66 CONCRETE CONCRETE

PRES. R/W

BM #64

Low Wire Clearance = 18.49'

SH-259A (NORTH)

OKLA 7EZ

BM #65

STA437+97
@ 10'x8'x52' rcb crossing @
25° rt. 24' lt. rdy fl_in 644.08
fl_out 643.76
EXTEND

QUARTER SECTION LINE
N01°51'03"W

STA446+47
@ 2.8'x6'x48' rcb crossing
@ 24' lt. 24' rt. rdy fl_in 652.05
fl_out 652.00

STA447+38
@ 18'x62' long comp sd
54' lt. @ fl_in 655.06
fl_out 654.41

STA448+44
@ 18'x49' long comp sd
45' lt. @ fl_in 659.18
fl_out 658.27

LEGEND
- OVERLAY
- PAVEMENT/DRIVEWAY/PARKING
- SIDEWALK

SEC 1
T-5-S, R-24-E

BM #64
X CUT ON CONC. MANHOLE
NE SIDE 127' RT
STA. 435+43 ELEV. 653.83

BM #65
DELL POST 86' RT
STA. 656.97 ELEV. 442+26

BM #66
X CUT ON HEADWALL 24' RT
STA. 446+67 ELEV. 659.68

STR NO. MH-O2 ~ STA.435+25.00, 42'
CONST. 4' DIA. MANHOLE W/ 150 LF
T.C. = 656.25' GRATE = 655.75'
F.L. = 649.75' D.S. F.L. = 649'

STR NO. O-02 ~ STA.435+25.00, 33'
CONST. DESIGN 2(C) INLET W/ 7 LF 18" RCP FROM STR.MH-O2
T.C. = 656.2' GRATE = 655.7'
F.L. = 651.5' D.S. F.L. = 649.75'

STR NO. MH-O1 ~ STA.436+60.00, 42'
CONST. 4' DIA. MANHOLE W/ 134 LF
T.C. = 656.25' GRATE = 655.75'
F.L. = 649' D.S. F.L. = 644.39'

STR NO. O-01 ~ STA.436+60.00, 33'LT
CONST. DESIGN 3(STD.) INLET W/ 7 LF 18" RCP FROM STR.MH-O1
T.C. = 655.85' GRATE = 655.35'
F.L. = 651.5' D.S. F.L. = 651.25'

STR NO. C11 ~ STA.437+97.00, NA' NA
EXT. EXIST. 10'X8'X52' RDY, RCB 22° L.C.L.F. INLET 53.87'
F.L. = 644.08'

STR NO. MH-P1 ~ STA.439+00.00, 42'
CONST. 4' DIA. MANHOLE W/ 100 LF 18" RCP FROM STR.C11
T.C. = 657' GRATE = 656.5'
F.L. = 650.5' D.S. F.L. = 644.39'

STR NO. P-01 ~ STA.439+00.00, 33'LT
CONST. DESIGN 2(B) INLET W/ 7 LF 18" RCP FROM STR.MH-P1
T.C. = 656.6' GRATE = 656.1'
F.L. = 652.25' D.S. F.L. = 650.5'

STR NO. P-02 ~ STA.439+00.00, 5.9'
CONST. DESIGN 1(B) INLET W/ 37 LF 18" RCP FROM STR.P-01
T.C. = 657.42' GRATE = 656.92'
F.L. = 653' D.S. F.L. = 652.25'

EXIST. CL US-259

STA 446+00.00
END PROJECT

MATCH EXISTING

EX= 656.32 EX= 656.04 EX= 655.88 EX= 656.07 EX= 656.60 EX= 657.09 EX= 657.60 EX= 658.14 EX= 658.85 EX= 659.45 EX= 660.11 EX= 660.88 EX= 661.56 EX= 662.40 EX= 663.56 EX= 664.96

705 700 695 690 685 680 675 670 665 660 655 650 645 640 635 630 625 620 615 610

435+00.00 436+00.00 437+00.00 438+00.00 439+00.00 440+00.00 441+00.00 442+00.00 443+00.00 444+00.00 445+00.00 446+00.00 447+00.00 448+00.00 449+00.00 450+00.00

5/24/2024

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(08) SHEET NO. R023

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

U.S. HIGHWAY

FEDERAL AID PROJECT NO. SSP-245N(068)PM
ROADWAY WIDENING, GRADE, DRAIN AND RESURFACING
U.S. HIGHWAY 259

McCURTAIN COUNTY

CONTROL SECTION NO. 259-45-16
STATE JOB NO. 34333(04)

INDEX OF SHEETS

0001	TITLE
2-25	PLAN AND PROFILE SHEETS

FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS

DESIGN DATA

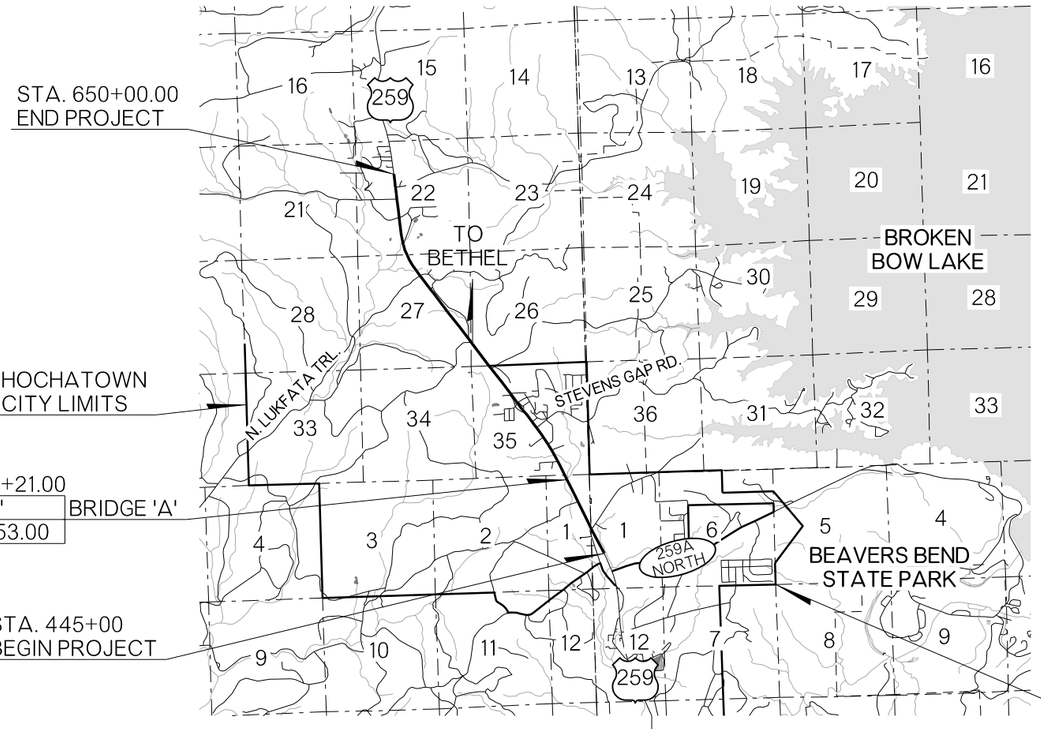
AADT 2024	= 10,600
AADT 2044	= 12,700
K (DHV/ADT)	= 14.1%
D	= 65.0%
T (% DHV)	= 19.0%
T (% ADT)	= 31.0%
T³(% ADT)	= 6.0%
V (MPH)	= 45
20 YR FLEX ESALS	= 41.2M

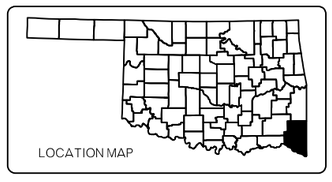
SCALES 1"

PLAN	1" = 50'
PROFILE HOR.	1" = 50'
VER.	1" = 10'
LAYOUT MAP	1" = 3,520'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- EXISTING FENCE
- PROPOSED FENCE
- 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
- R/W — RIGHT-OF-WAY FENCE





ROADWAY LENGTH	20,500.00	FT.	3.88 MI.
BRIDGE LENGTH	32.00	FT.	0.01 MI.
PROJECT LENGTH			3.88 MI.

EQUATIONS : NONE
EXCEPTIONS : NONE

2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, DECEMBER 18, 2019.

OKLAHOMA Transportation

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

FREESE AND NICHOLS
3600 NW 138th Street, Suite 202
Oklahoma City, OK 73134
Phone - (405) 607-7060
Web - www.freese.com
Certificate of Authorization: CA#511
Expiration Date: 06/30/2024

PREPARED BY:
FREESE AND NICHOLS, INC.
ERIC WAGGONER , P.E.
OKLA. LIC. NO. 32389
DATE

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

SWO ____ PROJECT NO. SSP-245N(068)PM
COUNTY McCURTAIN HIGHWAY US-259 SHEET NO. 0001

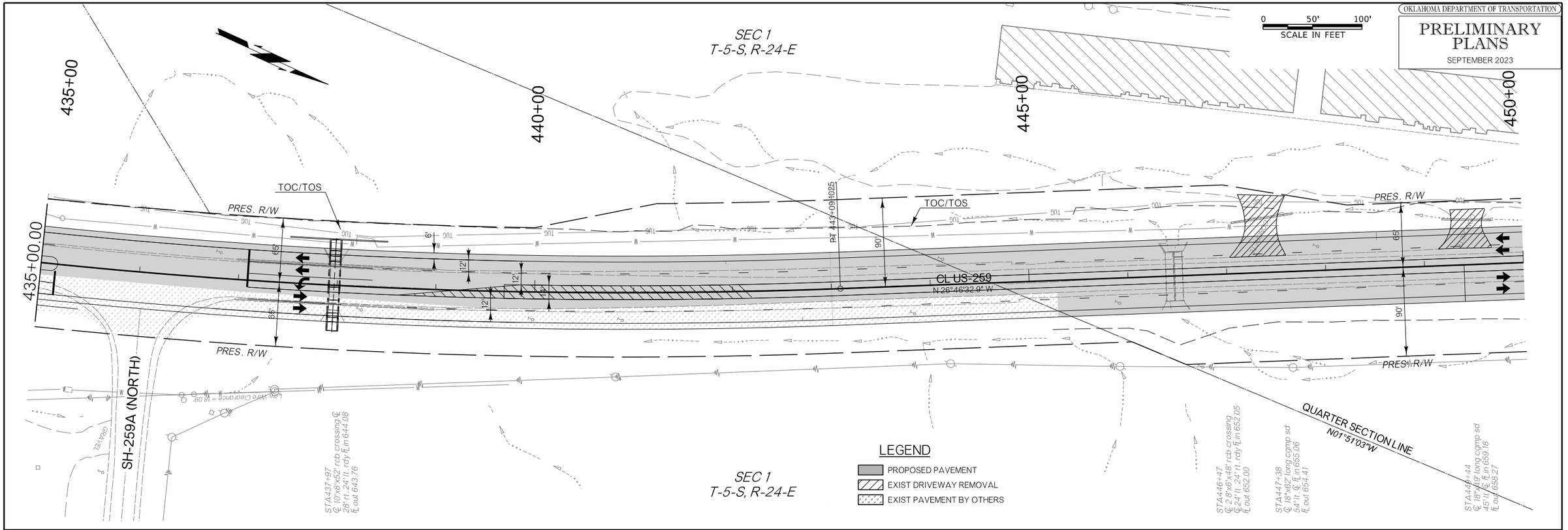
N:\IF\Drawings\1. General\3433304-0001-TITLE.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET



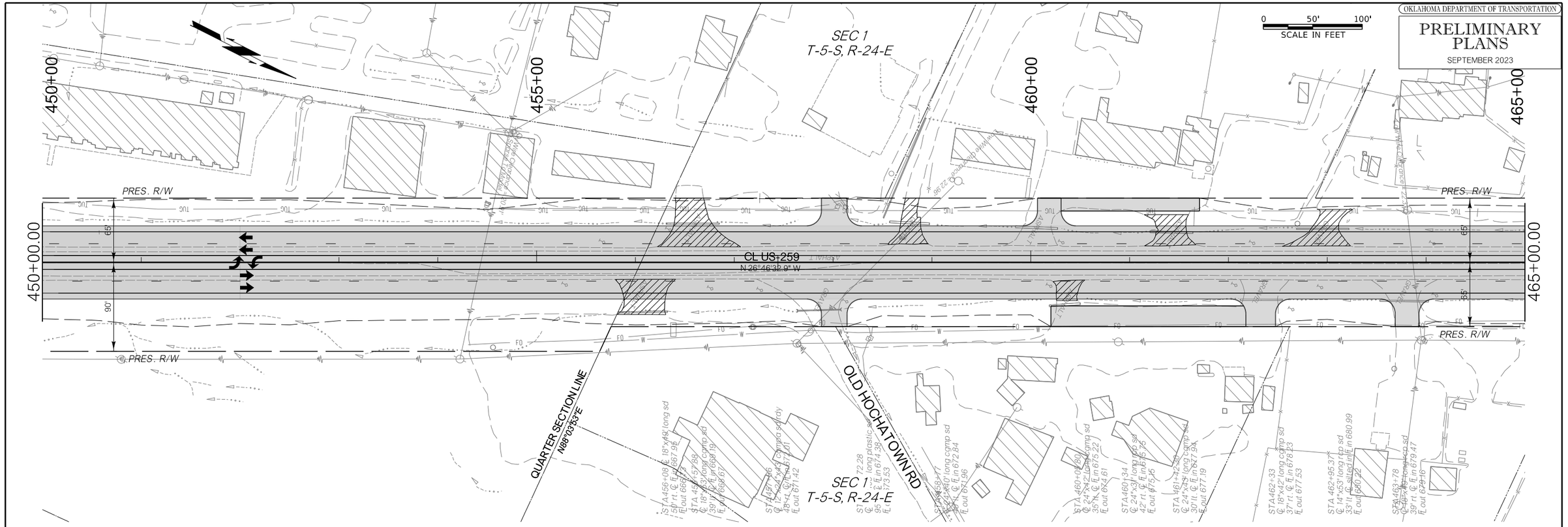
10/17/2023

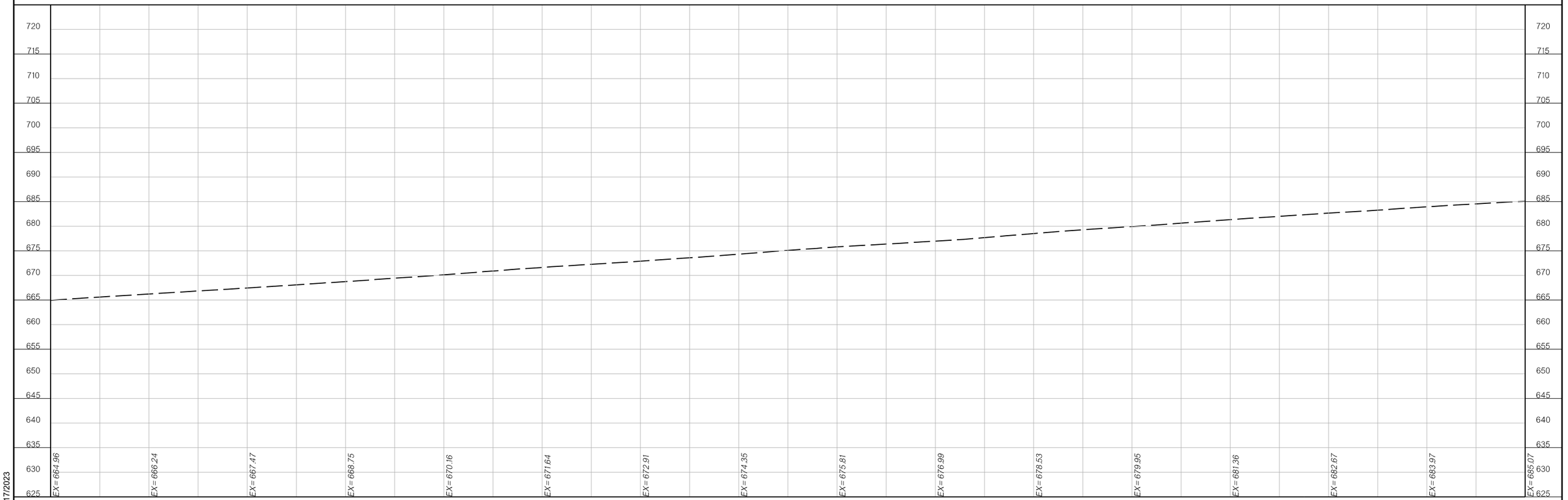
COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R009

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023





10/17/2023

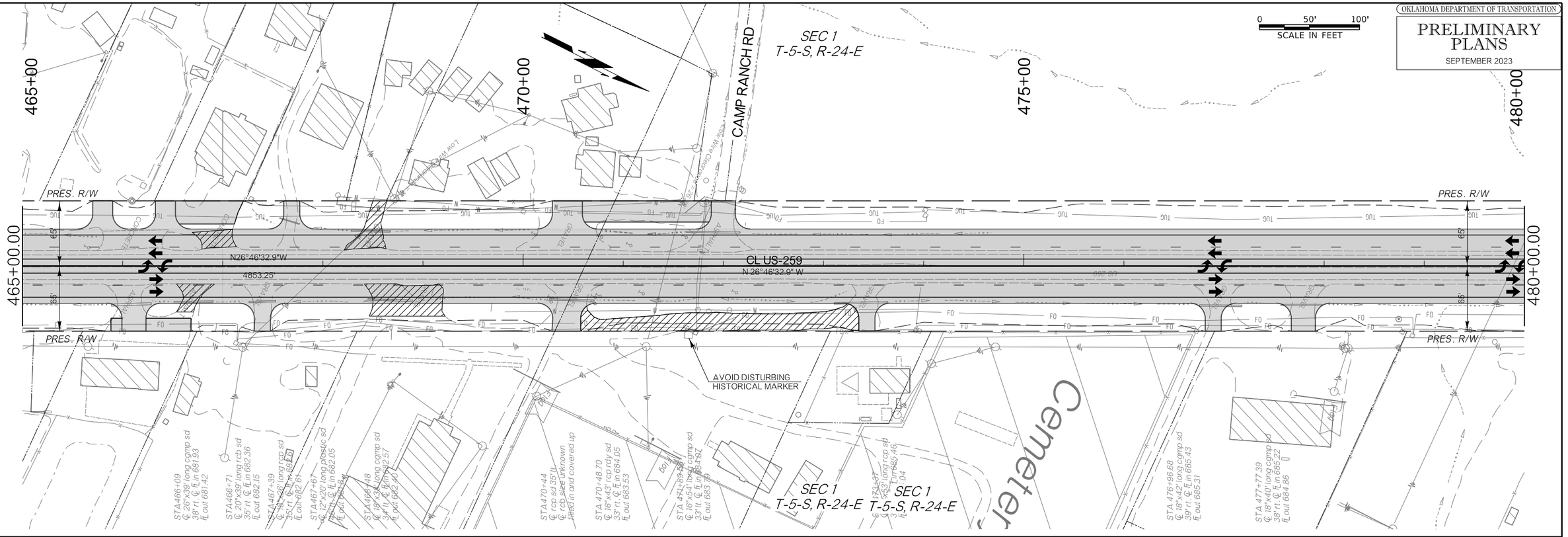
COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R010

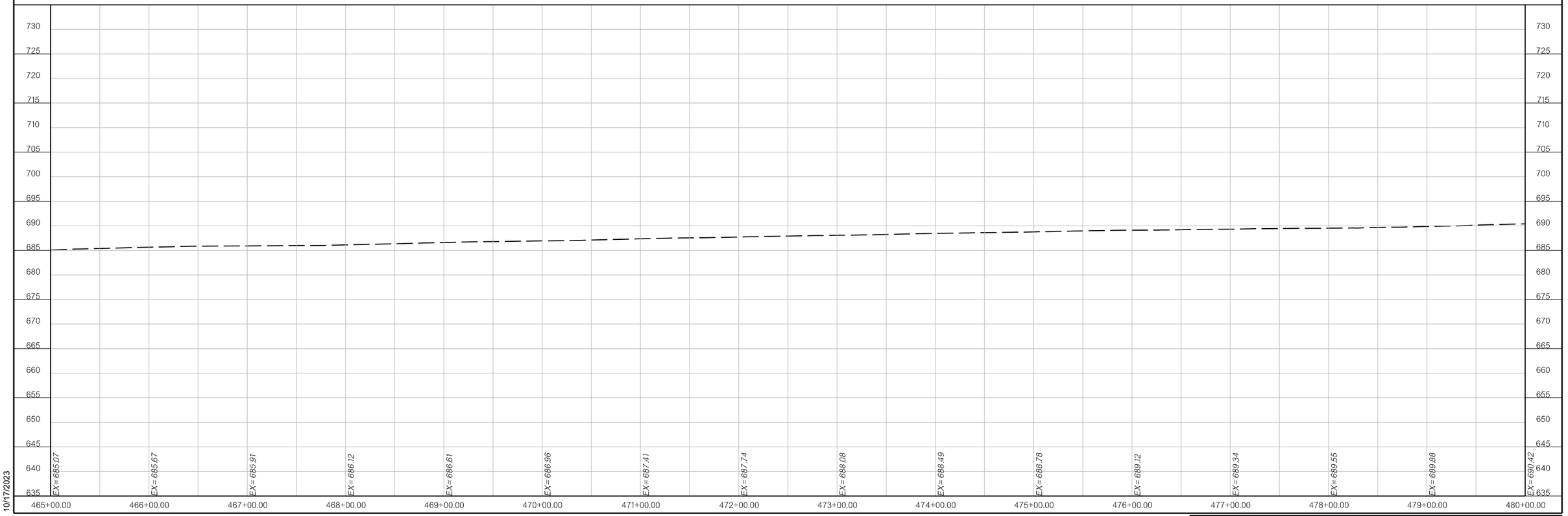
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET





10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R011

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET

SEC 1
T-5-S, R-24-E

SECTION LINE
S88°01'21"W

SEC 35
T-4-S, R-24-E

480+00

485+00

490+00

495+00

480+00.00

495+00.00

PRES. R/W

65'

65'

100'

CL US-259
N 26°46'32.9" W

PC 491+62.3570

110'

88'

ROCK ELM RD

CONCRETE

ASPHALT

Low Wire Overhead - Joint Use

Sub Static

STA 483+36.31
℄ 3 rural 48" rcb crossing
℄ 27°13'39" rt, rdy tl in 688.88
tl out 692.19

SEC 11
T-5-S, R-24-E

STA 487+69.22
℄ 18"x46" long cgmp sd
38' rt, ℄ tl in 699.87
tl out 698.27

SEC 35
T-4-S, R-24-E

745 740 735 730 725 720 715 710 705 700 695 690 685 680 675 670 665 660 655 650

EX= 690.42 EX= 691.27 EX= 692.49 EX= 694.07 EX= 696.02 EX= 698.04 EX= 699.85 EX= 701.76 EX= 704.00 EX= 706.17 EX= 708.03 EX= 709.91 EX= 711.88 EX= 713.93 EX= 715.91 EX= 718.03

480+00.00 481+00.00 482+00.00 483+00.00 484+00.00 485+00.00 486+00.00 487+00.00 488+00.00 489+00.00 490+00.00 491+00.00 492+00.00 493+00.00 494+00.00 495+00.00

10/17/2023

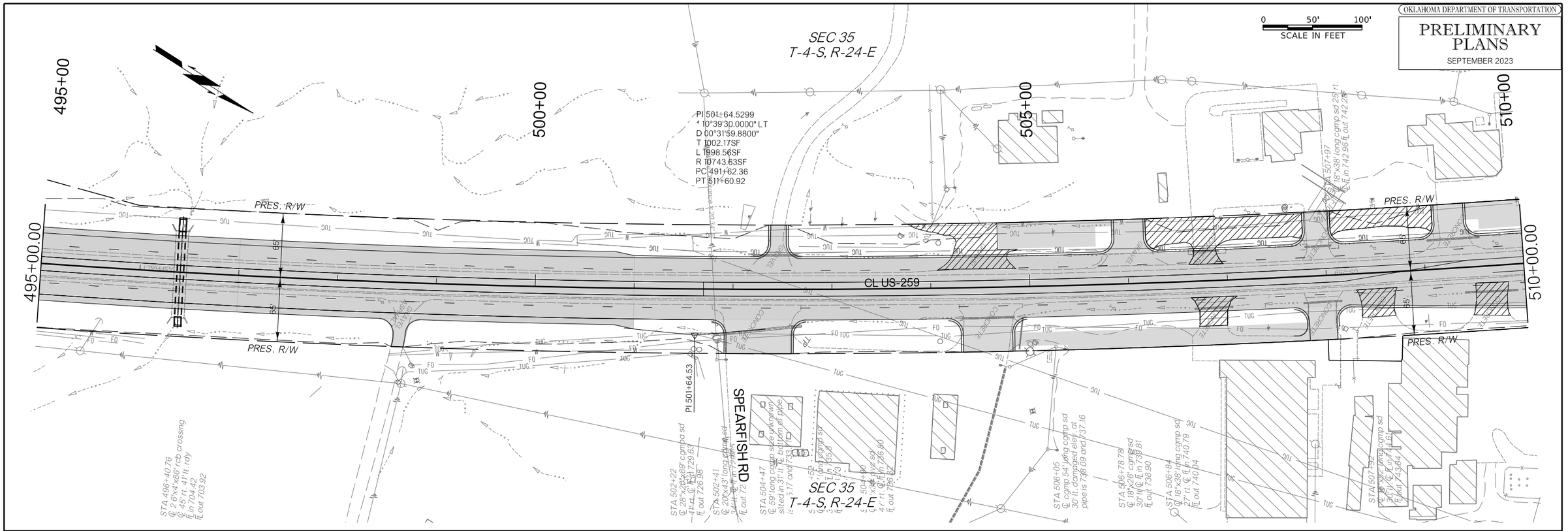
COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R012

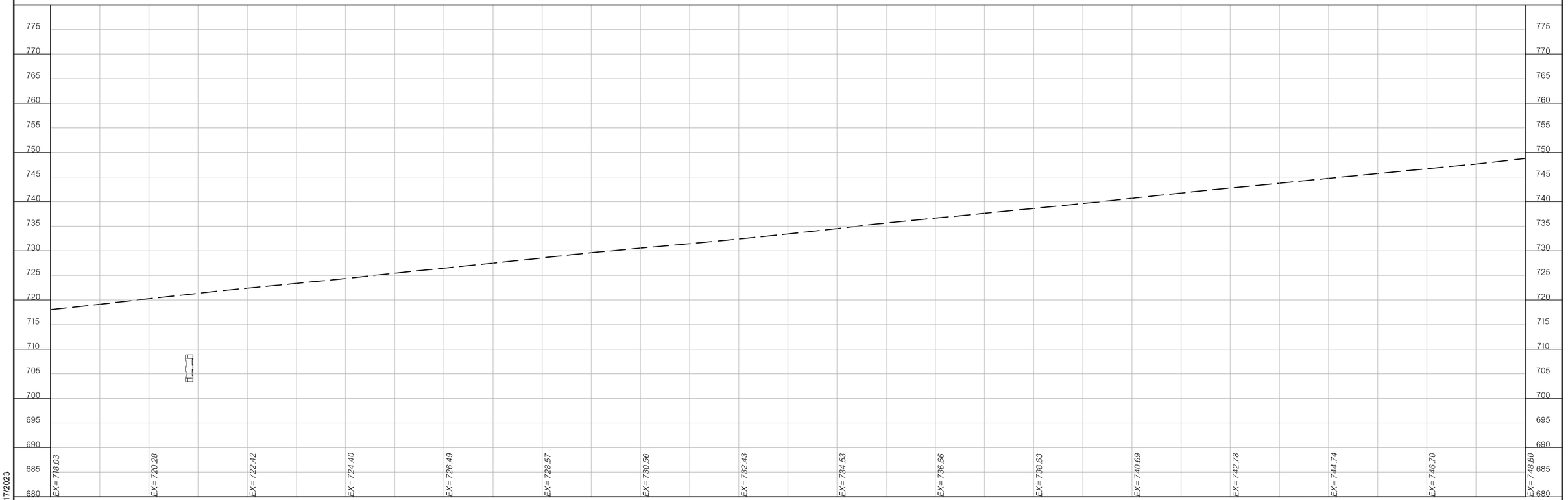
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET





10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R013

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET

QUARTER SECTION LINE N01°55'54"W

SEC 35 T-4-S, R-24-E

510+00 515+00 520+00 525+00

POPLAR RD

PRES. R/W

PC STA 511+60.9194

510+00.00 525+00.00

65'

CL US-259
N 37°26'02.9" W

ASPHALT

TUG

STEVENS GAP RD

SPINNER TRAIL

QUARTER SECTION LINE N87°45'08"E

SEC 35 T-4-S, R-24-E

STA 511+25
℄ sl ied in
2-24"xcmp sd 34' long
264' rt ℄ to ℄ of pipe is
756' rt ℄ to ℄ of pipe is
Ex out 760.02

STA 511+33
℄ 18"x29' long plastic sd
578' rt ℄ ft in 749.23
ft out 748.98

STA 512+01
℄ 24"x67' rcp rdy crossing
38' lt 291' rt ℄ ft in 648.10
ft out 744.11

STA 517+93
℄ 47' long cgmp sd
33' lt ℄ ft in 769.52
ft out

STA 519+06
℄ 18"x47' long cgmp sd
31' lt ℄ ft in 773.39
ft out 772.09

STA 520+43
℄ 18"X13"x44' cgmpa rdy
28' lt ℄ ft in 778.36
ft out 776.41

Proposed Storm Sewer to be Constructed

Min. Vertical Clearance = 16'-6"

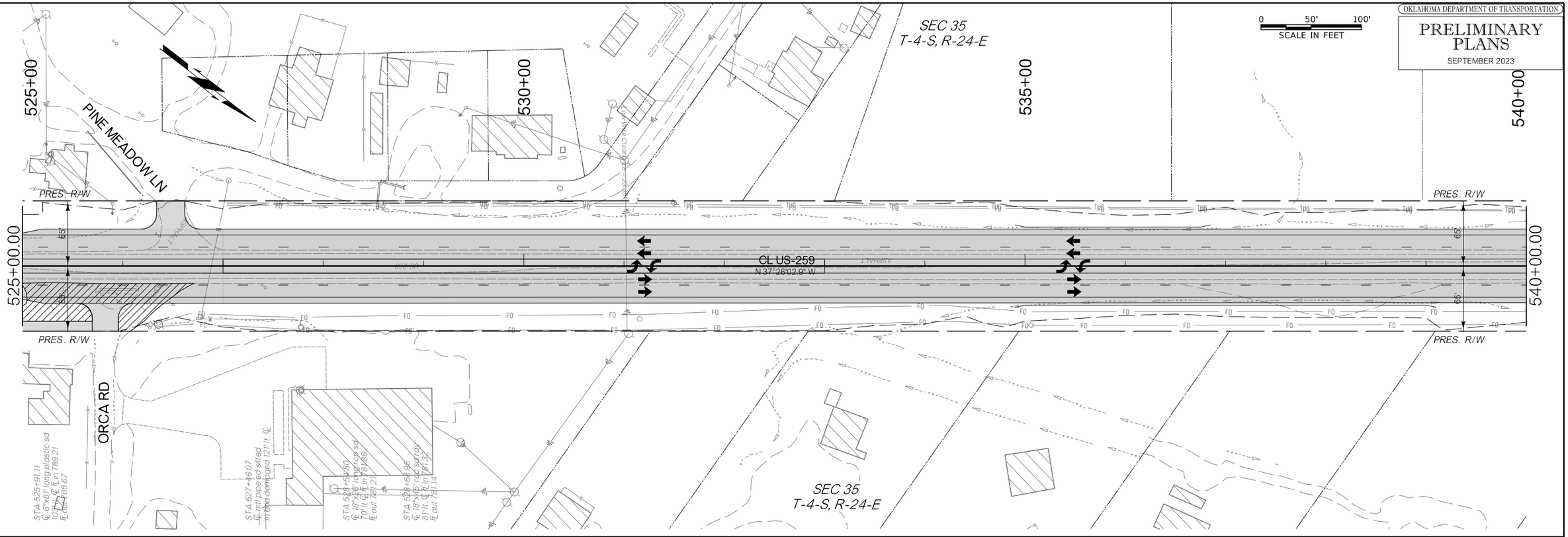
| | | |

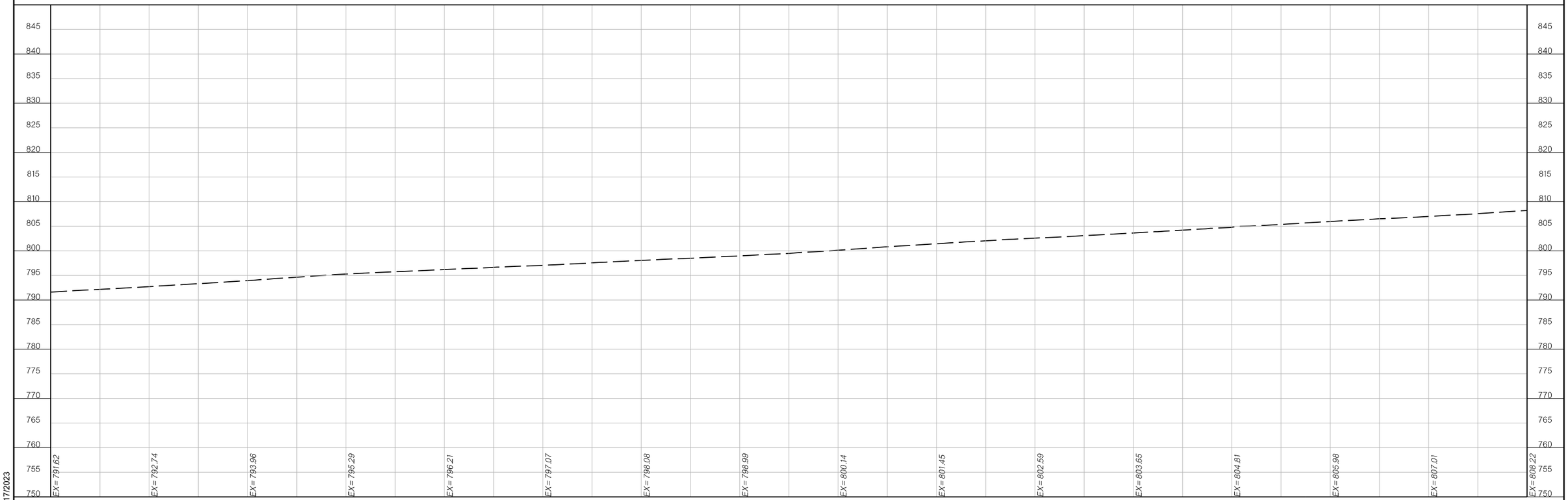
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET





10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R015

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'

SCALE IN FEET

SEC 35
T-4-S, R-24-E

SEC 26
T-4-S, R-24-E

540+00

545+00

550+00

555+00

JUNIPER RD

SECTION LINE
S87°42'02"W

PRES. R/W

65'

540+00.00

555+00.00

CL US-259
N 37°26'02.9" W

ASPHALT

FO

STA 541+73.77
36"x108" rcp crossing ℄
57'lt. 49' rt. rdy ftℓin 791.78
ftℓout 790.08

STA 545+97.07
℄ 16"x50" cgmp sd
39'lt. ℄ ftℓin 817.36
ftℓout 815.65

CARSON CREEK RD

SEC 35
T-4-S, R-24-E

SEC 26
T-4-S, R-24-E

540+00.00	541+00.00	542+00.00	543+00.00	544+00.00	545+00.00	546+00.00	547+00.00	548+00.00	549+00.00	550+00.00	551+00.00	552+00.00	553+00.00	554+00.00	555+00.00
EX= 808.22	EX= 809.52	EX= 811.38	EX= 813.35	EX= 815.84	EX= 818.54	EX= 821.19	EX= 823.99	EX= 827.09	EX= 829.77	EX= 832.20	EX= 834.56	EX= 836.56	EX= 837.90	EX= 838.86	EX= 839.61

865 860 855 850 845 840 835 830 825 820 815 810 805 800 795 790 785 780 775 770

10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R016

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET

SEC 26
T-4-S, R-24-E

SECTION LINE
N01°17'32"W

SUGARBERRY TRAIL

SEC 27
T-4-S, R-24-E

555+00

560+00

565+00

570+00

PRES. R/W

555+00.00

570+00.00

65'

35'

130'

N37°26'02.9"W

9148.40'

CL US-259
N 37°26'02.9" W

ASPHALT

CONC. PAD

CONC. 269

STA 555+62.37
℄ 36"x74' rcp crossing
℄ 37° lt, 37' rt. rdy, fl in 830.83
fl out 828.15

STA 556+92.26
℄ 16'x20' long comp sd
40' rt, ℄ fl in 837.85
fl out 837.79

STA 563+34.44
℄ 30"x80' rcp crossing ℄
37° lt, 43' rt, ℄ fl in 831.45
fl out 828.26

SEC 26
T-4-S, R-24-E

SEC 27
T-4-S, R-24-E

880 875 870 865 860 855 850 845 840 835 830 825 820 815 810 805 800 795 790 785

EX= 839.61 | EX= 840.19 | EX= 840.79 | EX= 841.56 | EX= 842.30 | EX= 842.94 | EX= 843.63 | EX= 844.29 | EX= 844.90 | EX= 844.91 | EX= 844.58 | EX= 843.61 | EX= 841.63 | EX= 839.12 | EX= 836.18 | EX= 832.50

555+00.00 556+00.00 557+00.00 558+00.00 559+00.00 560+00.00 561+00.00 562+00.00 563+00.00 564+00.00 565+00.00 566+00.00 567+00.00 568+00.00 569+00.00 570+00.00

10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R017

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET

SEC 27
T-4-S, R-24-E

570+00

575+00

580+00

585+00

PRES. R/W

130'

90'

65'

570+00.00

585+00.00

CL US-259
N 37°26'02.9" W

GRAVEL

STA 574+79.59
℄ 40'x124' rcp crossing
℄ 52' lt, 72' rt, rdy
℄ in 787.21
℄ out 781.80

QUARTER SECTION LINE
N88°03'25"E

STA 579+17.90
℄ 5'x5'x137' rcb crossing
℄ 62' rt, 75' lt rdy
℄ in 760.27
℄ out 756.63

SEC 27
T-4-S, R-24-E

570+00.00	571+00.00	572+00.00	573+00.00	574+00.00	575+00.00	576+00.00	577+00.00	578+00.00	579+00.00	580+00.00	581+00.00	582+00.00	583+00.00	584+00.00	585+00.00
EX= 832.50	EX= 828.56	EX= 823.90	EX= 819.37	EX= 814.68	EX= 809.91	EX= 805.28	EX= 800.51	EX= 795.85	EX= 791.30	EX= 787.16	EX= 783.59	EX= 780.81	EX= 778.57	EX= 776.61	EX= 774.75

845 840 835 830 825 820 815 810 805 800 795 790 785 780 775 770 765 760 755 750

10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R018

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET

585+00

590+00

595+00

600+00

SEC 27
T-4-S, R-24-E

PRES. R/W

585+00.00

600+00.00

65'

CL US-259
N 37°26'02.9" W

PRES. R/W

PRES. R/W

65'

PRES. R/W

SEC 27
T-4-S, R-24-E

STA 591+98.13
℄ 40'x70 rcp rdy crossing
℄ 36" lt. 34° rt. rdy
fl in 750.51
fl out 749.44

STA 600+26.10
℄ 18"x39" long cgmp sd
36° rt ℄ fl in 741.82
fl out 740.19

805 800 795 790 785 780 775 770 765 760 755 750 745 740 735 730 725 720 715 710

EX= 774.75 | EX= 772.93 | EX= 771.14 | EX= 769.16 | EX= 767.30 | EX= 765.68 | EX= 763.85 | EX= 761.74 | EX= 759.82 | EX= 757.89 | EX= 755.92 | EX= 753.97 | EX= 752.02 | EX= 750.01 | EX= 747.98 | EX= 746.04

585+00.00 586+00.00 587+00.00 588+00.00 589+00.00 590+00.00 591+00.00 592+00.00 593+00.00 594+00.00 595+00.00 596+00.00 597+00.00 598+00.00 599+00.00 600+00.00

10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R019

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET

600+00

600+00.00

605+00

610+00

615+00

615+00.00

N LUKFATA TRL RD

SEC 27
T-4-S, R-24-E

SEC 22
T-4-S, R-24-E

CL US-259

PRES. R/W

66'

N 37°26'02.9" W

PC 603+09.32

QUARTER SECTION LINE
N00°56'05"W

SECTION LINE
S89°02'45"W

PI 612+85.0223
Δ 30°28'57.2897" RT
D 01°35'59.9939"
T 975.71SF
L 1905.16SF
R 3580.99SF
PC 603+09.32
PT 622+14.48

STA 600+38.34
@ 24'x49' long camp sd
39' lt. @ ℄ in 740.96
ft. out 739.12

STA 603+46.12
@ 8'x8'93' rcb crossing
@ rdy 44' rt. 49' lt.
@ ℄ in 717.66
ft. out 716.77

STA 6 68.17
@ 30' rcp rdy crossing
@ 40' lt
ft. out

STA 611+24.33
18'x50' long camp sd
3' rt. @ ℄ in 730.71
out 729.99

STA 612+12.13
50'x62' rcp rdy crossing
33' lt. 29' rt. @ ℄ in 726.31
out 724.37

780 775 770 765 760 755 750 745 740 735 730 725 720 715 710 705 700 695 690 685

EX= 746.04 | EX= 744.10 | EX= 742.29 | EX= 740.30 | EX= 738.75 | EX= 737.60 | EX= 736.84 | EX= 736.35 | EX= 735.68 | EX= 735.36 | EX= 735.10 | EX= 734.78 | EX= 734.29 | EX= 733.97 | EX= 733.43 | EX= 733.28

600+00.00 601+00.00 602+00.00 603+00.00 604+00.00 605+00.00 606+00.00 607+00.00 608+00.00 609+00.00 610+00.00 611+00.00 612+00.00 613+00.00 614+00.00 615+00.00

10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R020

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET

615+00

620+00

625+00

630+00

615+00.00

630+00.00

SEC 22
T-4-S, R-24-E

SEC 22
T-4-S, R-24-E

CL US-259
N 06°57'05.6" W

PRES. R/W

PRES. R/W

PRES. R/W

PRES. R/W

PRES. R/W

65'

65'

65'

160'

PT 622+14.48

SAILFISH RD

CHOATE RD

STA 617+76.91
@ 14"x23' long cgmp sd
104' rt, @ ft_in 723.00
ft_out 722.91

STA 618+19.12
@ 5'x4'x71' prcb crossing
@ 38' lt, 38' rt, rdy ft_in 719.51
ft_out 719.19

STA 618+26.65
@ 4'x4'x41' rcb rdy sd
93' rt, @ ft_in 720.45
ft_out 720.26

STA 623+72.18
@ 2'x6'x158' long cgmp sd
17.6' rt, @ ft_in 716.17
ft_out 714.52

STA 626+92.47
@ 4'x4'x63' rcb rdy crossing
@ 32' lt, 31' rt, ft_in 722.58
ft_out 721.44

STA 629+82.38
@ 14"x23' long sd
119' rt, @ ft_in 728.28
ft_out 727.83

775 770 765 760 755 750 745 740 735 730 725 720 715 710 705 700 695 690 685 680

EX= 733.28 EX= 732.81 EX= 732.49 EX= 732.38 EX= 732.20 EX= 731.87 EX= 731.80 EX= 731.39 EX= 730.97 EX= 730.49 EX= 730.05 EX= 729.73 EX= 729.74 EX= 730.66 EX= 732.32 EX= 734.55

615+00.00 616+00.00 617+00.00 618+00.00 619+00.00 620+00.00 621+00.00 622+00.00 623+00.00 624+00.00 625+00.00 626+00.00 627+00.00 628+00.00 629+00.00 630+00.00

10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R021

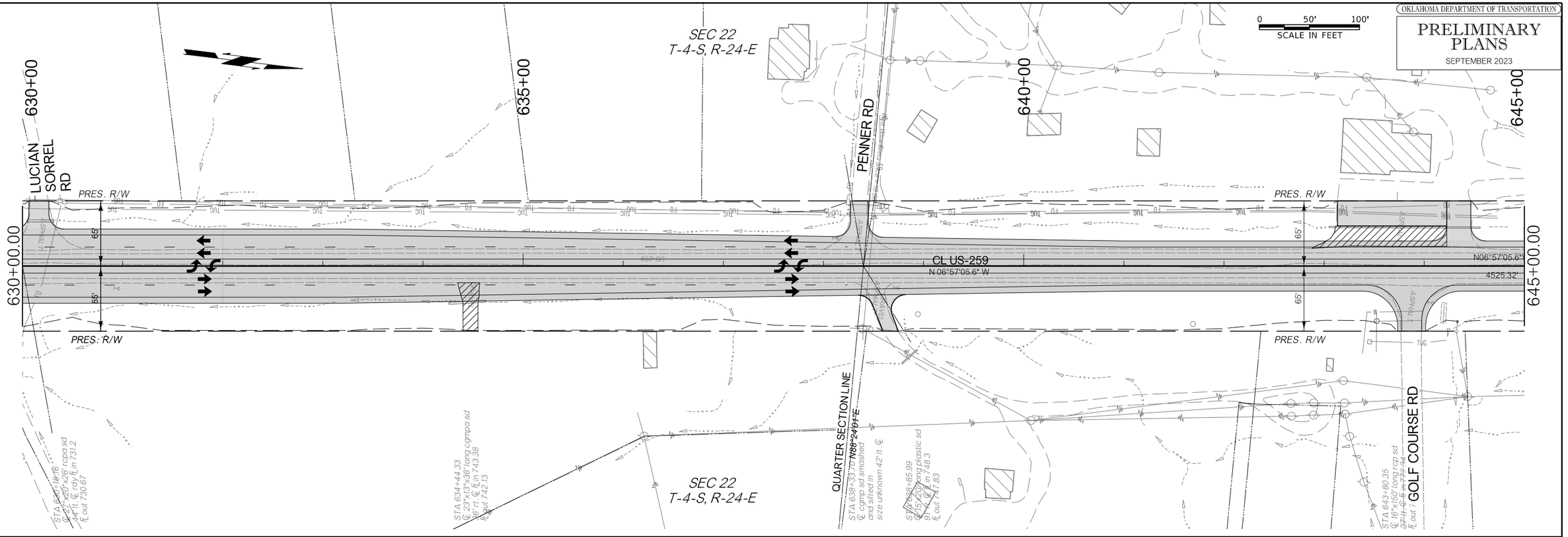
OKLAHOMA DEPARTMENT OF TRANSPORTATION

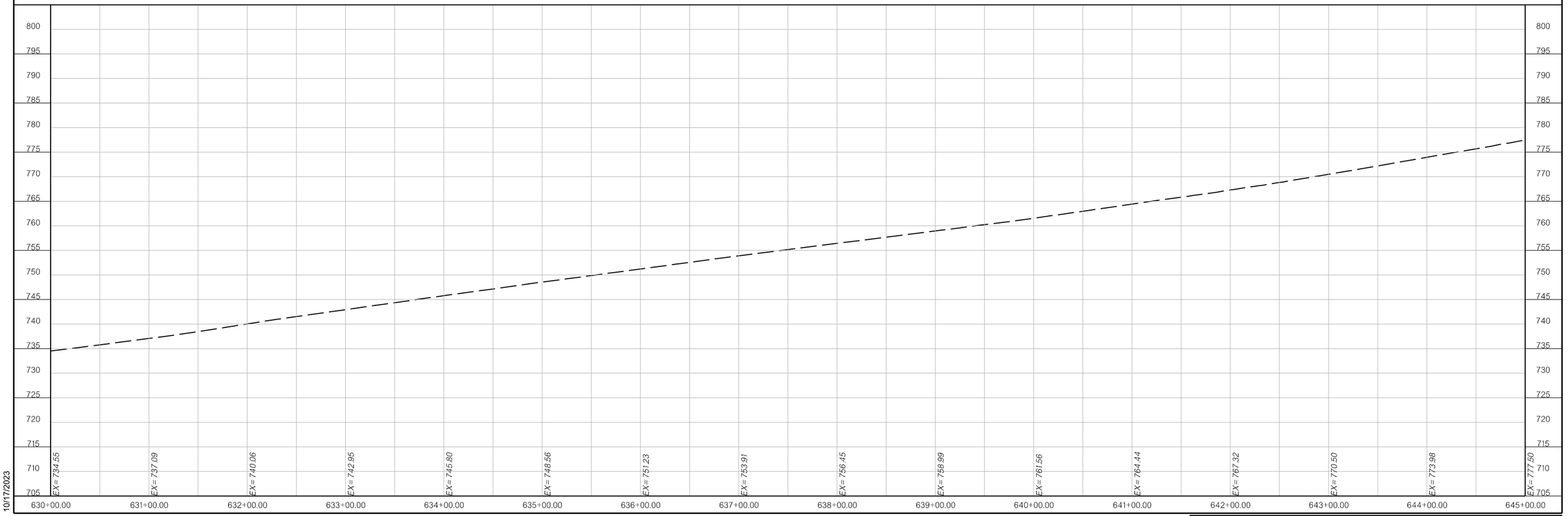
PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'

SCALE IN FEET





10/17/2023

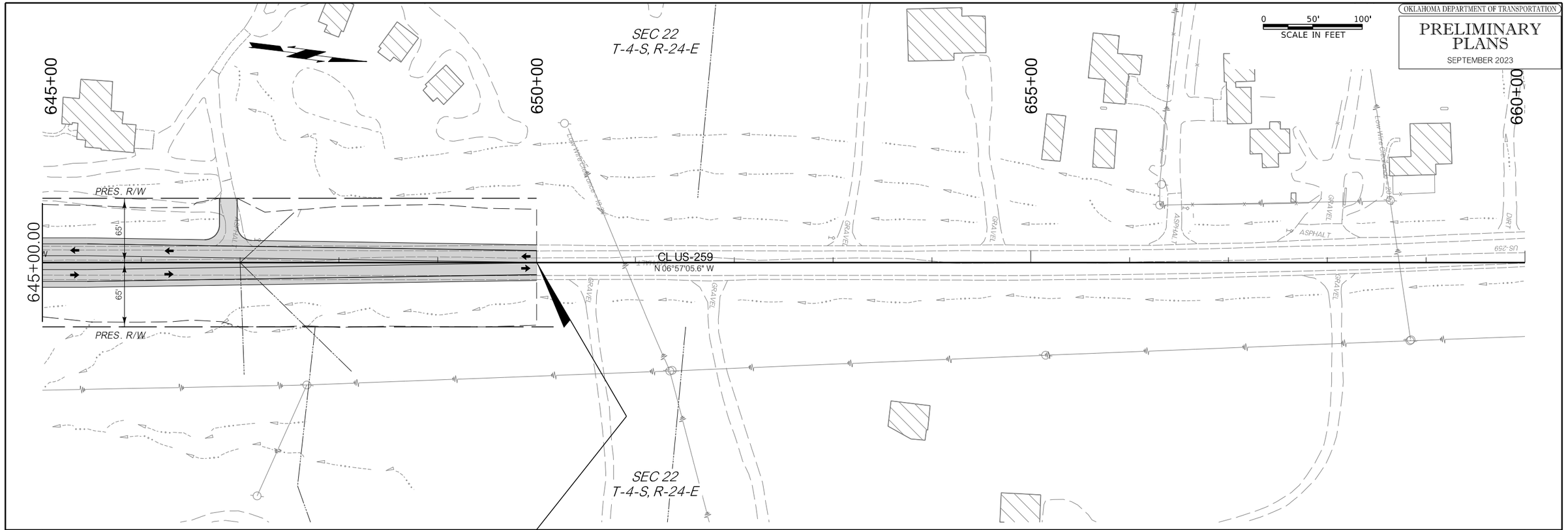
COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R022

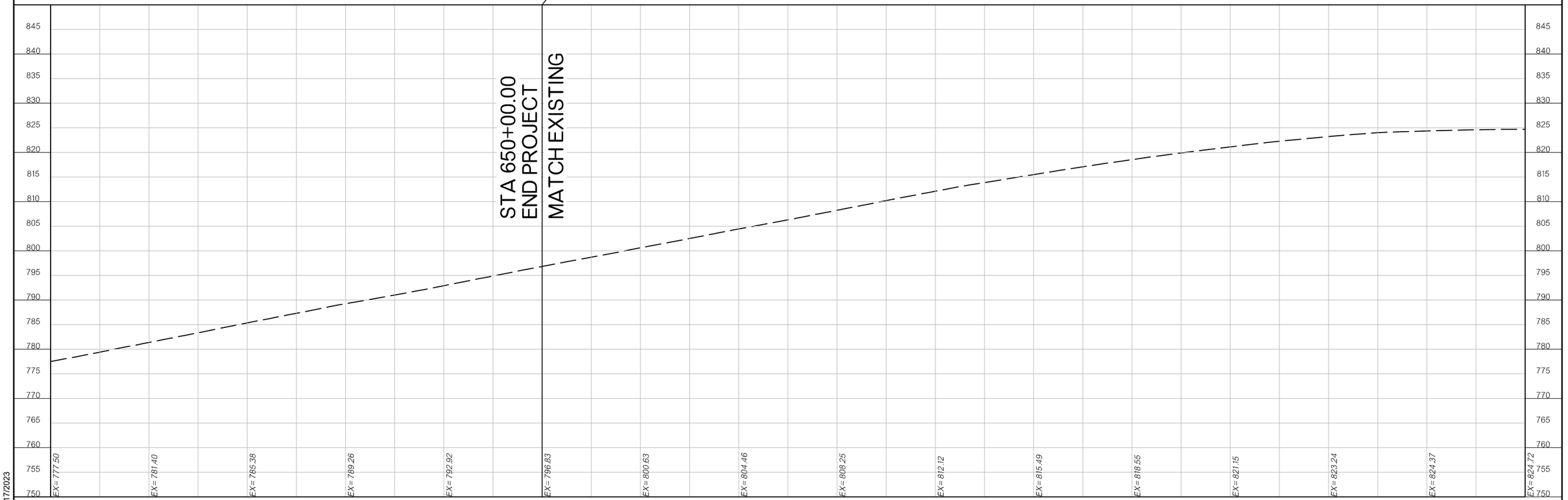
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLANS

SEPTEMBER 2023

0 50' 100'
SCALE IN FEET





10/17/2023

COUNTY MCCURTAIN HIGHWAY US-259 STATE JOB NO. 34333(04) SHEET NO. R023

McCurtain County

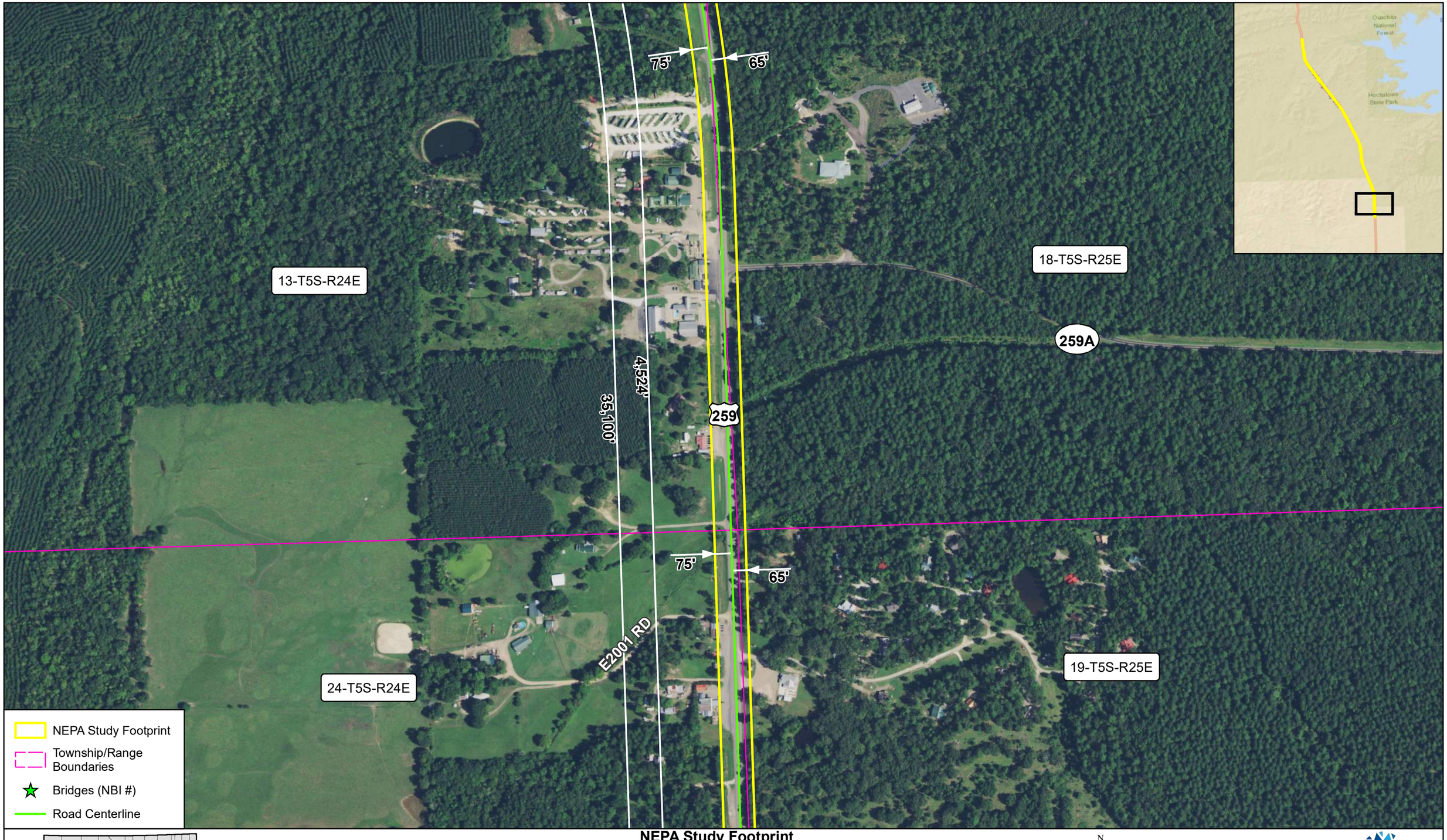
NEPA Study Footprint
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 1 of 10

N W E S

0 200 400 800 Feet

OKLAHOMA Transportation

ODT21749 - Path: H:\ENVIRONMENTAL\Final_Exhibits\NEPA_Study_Area_Figs\NEPA_footprint_MB_11x17.mxd



McCurtain County

NEPA Study Footprint
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 2 of 10

N W E S
0 200 400 800 Feet

OKLAHOMA Transportation

ODT21749 - Path: H:\ENVIRONMENTAL\Final_Exhibits\NEPA_Study_Area_Figs\NEPA_footprint_MB_11x17.mxd

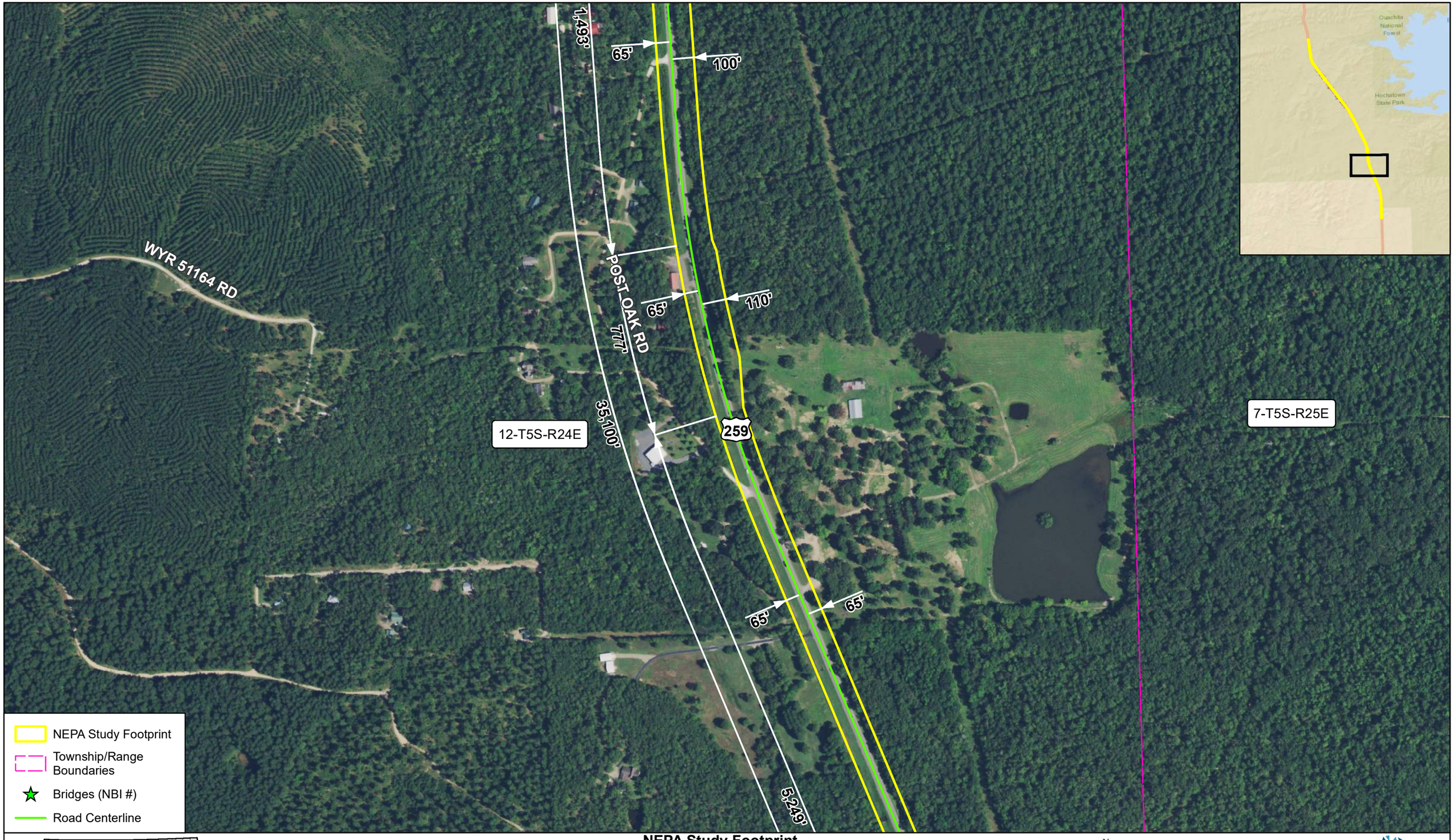
McCurtain County

NEPA Study Footprint
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 3 of 10

N W E S
0 200 400 800 Feet

OKLAHOMA Transportation

ODT21749 - Path: H:\ENVIRONMENTAL\Final_Exhibits\NEPA_Study_Area_Figs\NEPA_footprint_MB_11x17.mxd

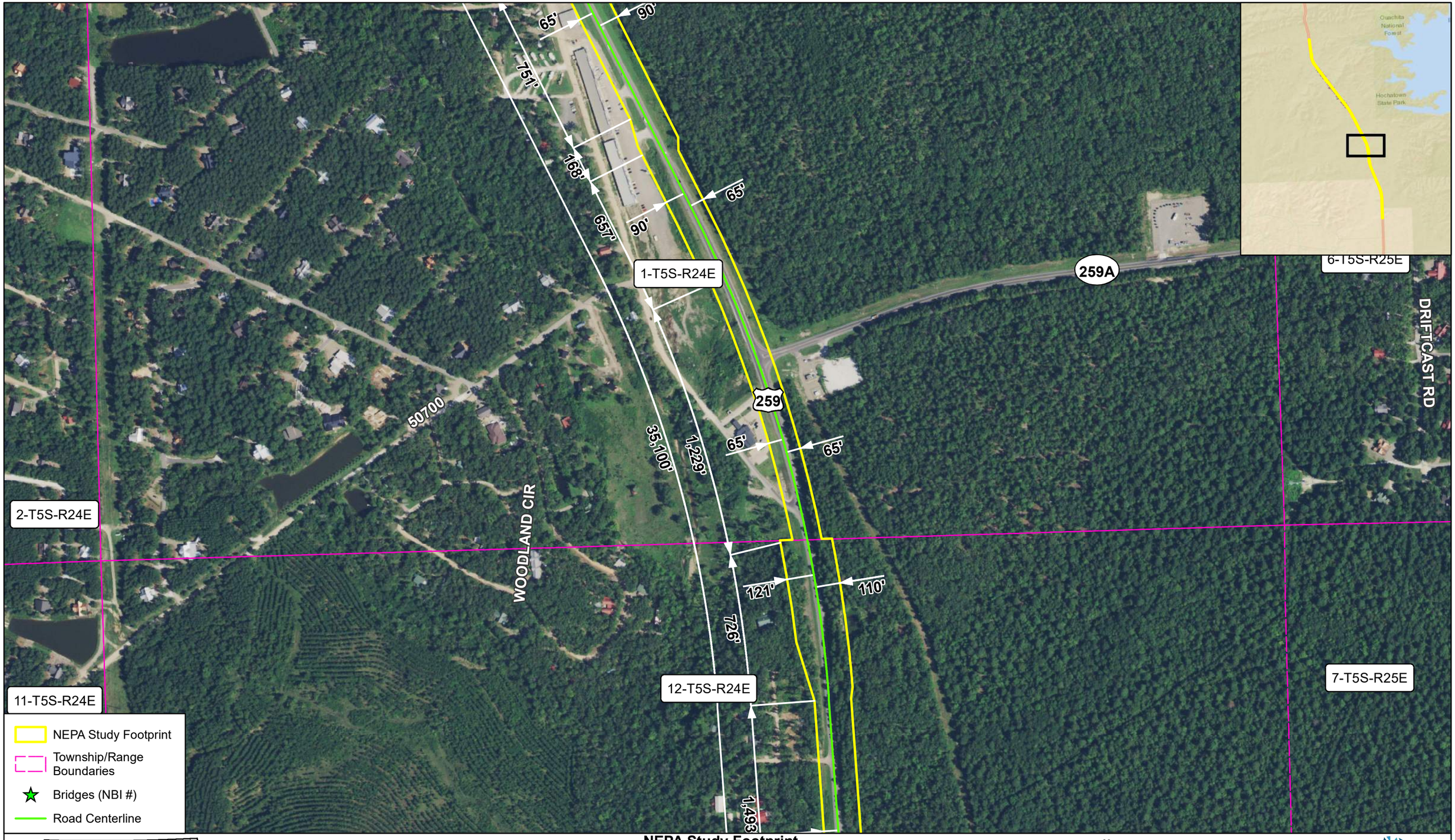


NEPA Study Footprint
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 4 of 10

0 200 400 800 Feet

OKLAHOMA Transportation

ODT21749 - Path: H:\ENVIRONMENTAL\Final_Exhibits\NEPA_Study_Area_Figs\NEPA_footprint_MB_11x17.mxd



NEPA Study Footprint
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 5 of 10

OKLAHOMA Transportation

ODT21749 - Path: H:\ENVIRONMENTAL\Final_Exhibits\NEPA_Study_Area_Figs\NEPA_footprint_MB_11x17.mxd

McCurtain County

NEPA Study Footprint
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 6 of 10

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OKLAHOMA Transportation

ODT21749 - Path: H:\ENVIRONMENTAL\Final_Exhibits\NEPA_Study_Area_Figs\NEPA_footprint_MB_11x17.mxd

NEPA Study Footprint
Township/Range Boundaries
Bridges (NBI #)
Road Centerline

McCurtain County

NEPA Study Footprint
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 7 of 10

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OKLAHOMA Transportation

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NEPA Study Footprint
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 8 of 10

OKLAHOMA Transportation

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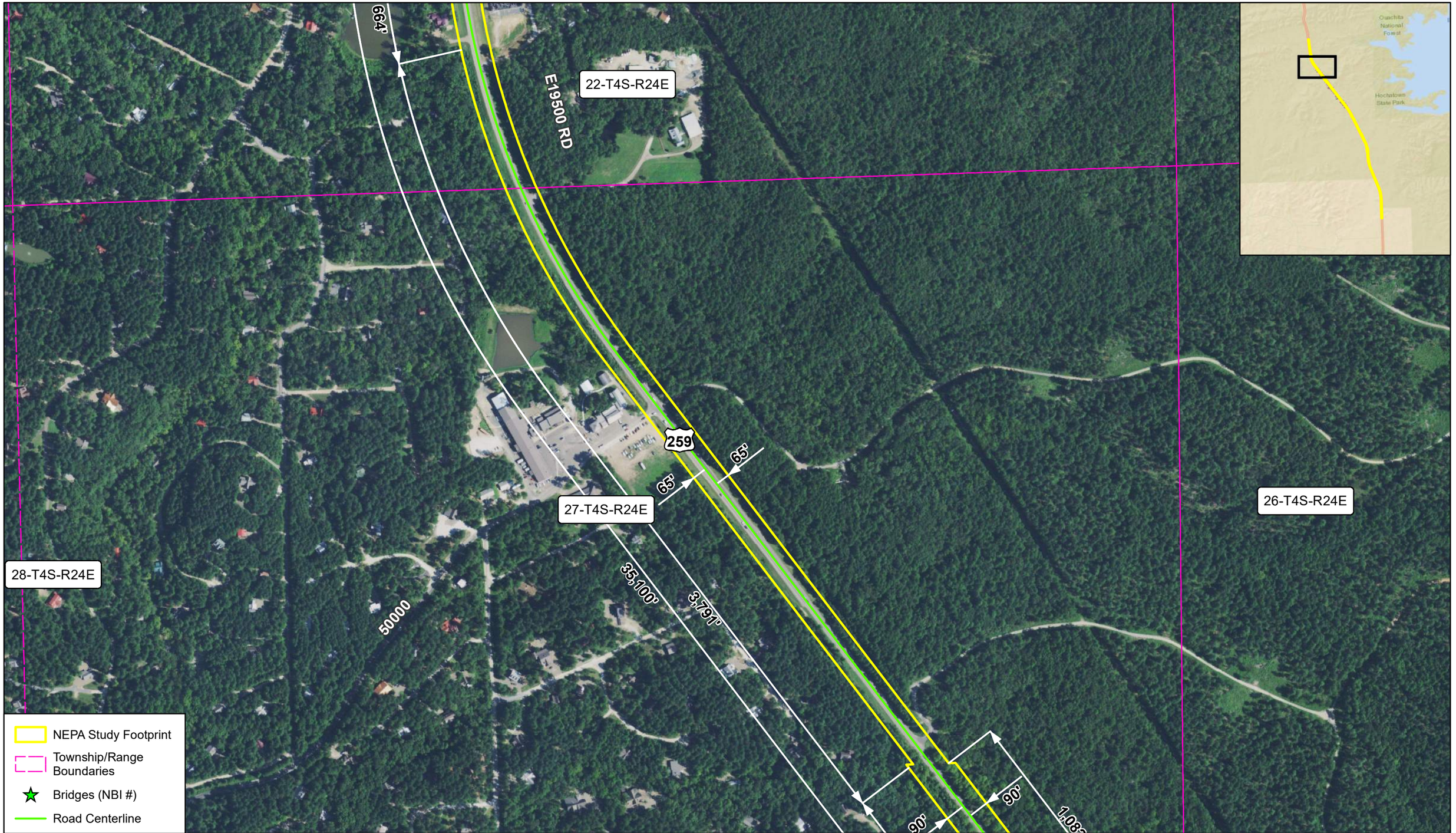

McCurtain County

NEPA Study Footprint
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 9 of 10

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OKLAHOMA Transportation

ODT21749 - Path: H:\ENVIRONMENTAL\Final_Exhibits\NEPA_Study_Area_Figs\NEPA_footprint_MB_11x17.mxd

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JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Page 10 of 10

OKLAHOMA Transportation

ODT21749 - Path: H:\ENVIRONMENTAL\Final_Exhibits\NEPA_Study_Area_Figs\NEPA_footprint_MB_11x17.mxd

EARLY COORDINATION LETTERS AND RESPONSES

OKLAHOMA Transportation

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

September 20, 2023

Mr. Michael Rodriguez
Realty Specialist
Oklahoma Field Office
Bureau of Land Management
201 Stephenson Parkway, Suite 1200
Norman, Oklahoma 73072-2037

Subject: Improvements on US-259: From 6.25 Miles North of SH-3 Junction Extending North 6 Miles, in McCurtain County; Job Piece Number 34333(04)

Dear Mr. Rodriguez:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an environmental document on a proposal to improve US-259 within existing ODOT right-of-way. The project is scheduled for 2024 in the current 8 Year Construction Program and ODOT is early in the project development process. The exact project scope and requirements will be clarified through the planning, environmental review, and design process; however, improvements are considered necessary to improve the safety and operation of the highway because the capacity of US-259 approximately between SH-259A South and Golf Course Road is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on this stretch of the highway. Issues that will be analyzed in the document include the project's effects to noise, water quality, cultural and natural resources, and other effects to the environment. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and FHWA policy, ODOT requests any information or specific concerns you have regarding this project's potential impact on the resources listed above. We have enclosed a location map and the environmental study area.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within **fifteen days** from the date of this letter. Your written comments should be directed to the Environmental Program Division Manager, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105 or emailed to environment@odot.org.

We sincerely appreciate your input in this matter. For further information or if you have any questions, please contact Kathy Koon, Environmental Project Manager at 405-746-1930 or kkoon@odot.org or our authorized agent Ben Hagood with Freese and Nichols at 817-735-7368 or bsh@freese.com.

Respectfully,

Joe Brutsché
Environmental Programs Division Manager

JB/KK/Freese and Nichols

Enclosures: Location Map, Study Area Map
Copy to: Project Management Division
Right-of-Way Division
Field District Engineer
ODOT Cultural Resources

OKLAHOMA Transportation

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

September 20, 2023

Mr. Eddie Streater
Regional Director
Eastern Oklahoma Regional Office
Bureau of Indian Affairs
P.O. Box 8002
Muskogee, Oklahoma 74402-8002

Subject: Improvements on US-259: From 6.25 Miles North of SH-3 Junction Extending North 6 Miles, in McCurtain County; Job Piece Number 34333(04)

Dear Mr. Streater:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), will be preparing an environmental document on a proposal to improve US-259 within existing ODOT right-of-way. The project is scheduled for 2024 in the current 8 Year Construction Program and ODOT is early in the project development process. The exact project scope and requirements will be clarified through the planning, environmental review, and design process; however, improvements are considered necessary to improve the safety and operation of the highway because the capacity of US-259 approximately between SH-259A South and Golf Course Road is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on this stretch of the highway. Issues that will be analyzed in the document include the project's effects to noise, water quality, cultural and natural resources, and other effects to the environment. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and FHWA policy, ODOT requests any information or specific concerns you have regarding this project's potential impact on the resources listed above. We have enclosed a location map and the environmental study area.

This project is in the early developmental stages and any comments relative to the social, economic, or environmental effects of this proposal will be appreciated. To allow adequate time for evaluation of your comments, we would appreciate receiving a response within **fifteen days** from the date of this letter. Your written comments should be directed to the Environmental Program Division Manager, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105 or emailed to environment@odot.org.

We sincerely appreciate your input in this matter. For further information or if you have any questions, please contact Kathy Koon, Environmental Project Manager at 405-746-1930 or kkoon@odot.org or our authorized agent Ben Hagood with Freese and Nichols at 817-735-7368 or bsh@freese.com.

Respectfully,

Joe Brutsché
Environmental Programs Division Manager

JB/KK/Freese and Nichols

Enclosures: Location Map, Study Area Map
Copy to: Project Management Division
Right-of-Way Division
Tribal Liaison
Field District Engineer
ODOT Cultural Resources

Ben Hagood

From: Rhonda Fair via Smartsheet <automation@smartsheet.odot.org>
Sent: Wednesday, September 20, 2023 4:15 PM
To: Ben Hagood
Subject: McCurtain 34333(04) tribal consultation update

You don't often get email from automation@smartsheet.odot.org. Learn why this is important

This is an email from an EXTERNAL source. DO NOT click links or open attachments without positive sender verification of purpose. Never enter USERNAME, PASSWORD or sensitive information on linked pages from this email. Please report all suspicious messages using the Report Message button in Outlook.

ODOT Projects - Active

Message: Dear Ben Hagood, Kathy Koon,

Initial consultation for McCurtain 34333(04) was sent to Tribal Nations on 09/20/23.

The following Tribal Nations were consulted: Caddo Nation, Choctaw Nation, Osage Nation, Quapaw Nation, Wichita and Affiliated Tribes.

No ground-disturbing fieldwork can begin until 30 days from 09/20/23.

Consultants: Once the cultural resources report is approved by ODOT-CRP, please submit 4 hard copies and a PDF to me for distribution to tribes.

Thanks,

Rhonda

Status	JP#	County	Proposed work	Let date	Existing alignment	Existing right of way	Ground disturbance needed	Legal	OTSA	File sea
Initial consultation	34333(04)	McCurtain	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3	2024	Yes	Yes	Yes	T4S R24E Sec 22, 26, 27, & 35;	Choctaw Nation	09/23

			Junction and extending north 6 miles near Hochatown					T5S R24 E Sec 1, 12, 13, & 24; and T5S R25 E Sec 18 & 19		

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PUBLIC INVOLVEMENT

OKLAHOMA Transportation

Field District Two
P.O. Drawer 628
Antlers, OK 74523
www.odot.org

September 13, 2022

RE: Community Outreach Event for US-259 from 6.25 Miles North of SH-3 Junction Extending North 6 Miles; State Job Piece Number JP 34333(04), McCurtain County

Dear Stakeholders,

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration, is proposing to improve US-259 within existing ODOT right-of-way. The existing section of US-259 consists primarily of 2-lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially, the future needs of an ever-changing region. ODOT has every intention to plan, develop, build, and maintain the existing highway to better accommodate those needs while remaining sensitive to the goals of the local community. The purpose of this US-259 project is to increase the safety and operation along the highway.

ODOT will host an in-person outreach event on Tuesday, September 27, 2022, at the Broken Bow Senior High School Auditorium from 5:00 p.m. until 6:30 p.m. at 1001 S Park Dr, Broken Bow, OK 74728. A presentation about the project is scheduled from 5:15 p.m. to 5:30 p.m. After the presentation, there will be opportunities to ask ODOT and the design team questions and to provide feedback. The purpose of the outreach event is to inform the community about the proposed US-259 project and to provide an opportunity to submit comments prior to the upcoming design phase. A map showing the project area is on the following page. Project information may be viewed at www.odot.org/PublicMeetings.

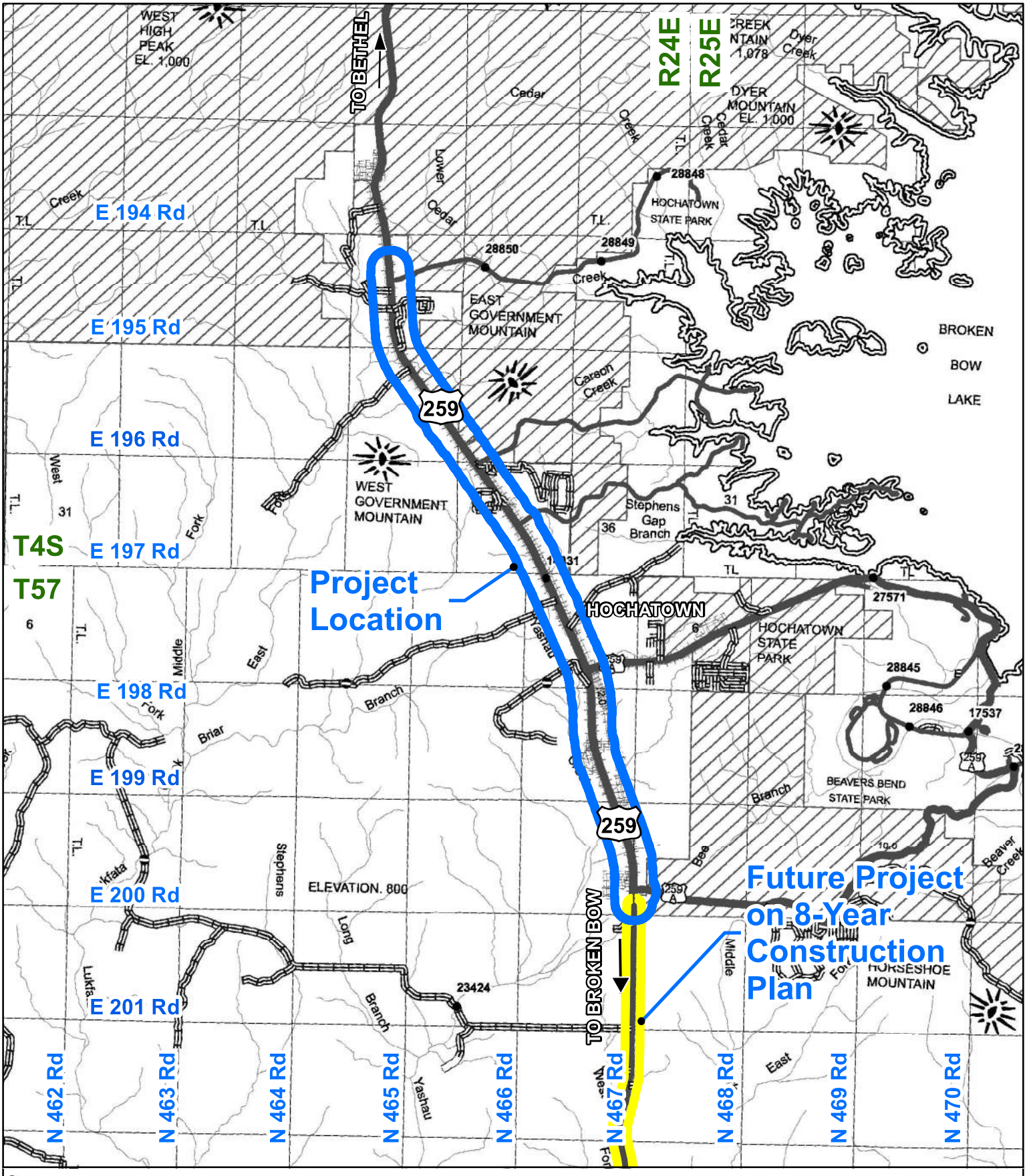
Should you have any questions regarding this project, please email environment@odot.org, or call 405-325-3269 and leave a detailed message.

Respectfully,

Anthony Echelle

Anthony Echelle, P.E.
District 2 Engineer

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.



McCurtain County

Project Location Map
JP 34333(04); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project
in McCurtain County
Figure 1

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OKLAHOMA Transportation

NAD 1983 UTM Zone 15N

EVENT UPDATE!

Community Outreach Event

Rescheduled for Thursday, October 27, 2022

Broken Bow Senior High School Auditorium

1001 S. Park Dr. Broken Bow, OK

5:00 pm-6:30 pm

Join us!

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCurtain County; JP 34333(04)

UPDATE: Due to an unforeseen scheduling conflict with the special legislative session, the community outreach event will be **rescheduled to Thursday, October 27, 2022.** This will allow elected officials and constituents the opportunity to attend and participate.

The Oklahoma Department of Transportation (ODOT) will host an in-person outreach event on **Thursday, October 27, 2022**, at the Broken Bow Senior High School Auditorium from 5:00 p.m. until 6:30 p.m. at 1001 S Park Dr, Broken Bow, OK 74728. Please join us to learn more about this project.

Purpose

The purpose of the outreach event is to inform the community about the proposed US-259 project and to provide an opportunity to submit comments prior to the detailed design phase for the project.

Project Information

www.odot.org/PublicMeetings

OKLAHOMA Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

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US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCurtain County, JP 34333(04)

For more information about the project:

(405) 325-3269

environment@odot.org

www.odot.org/PublicMeetings

OKLAHOMA Transportation

COMMUNITY OUTREACH EVENT

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCURTAIN COUNTY; JP 34333(04)

MEETING DATE: 10/27/2022
MEETING LOCATION: BROKEN BOW SENIOR HIGH SCHOOL AUDITORIUM

COMMENT NUMBER	COMMENT TYPE	COMMENTER NAME	DATE OF COMMENT	PUBLIC COMMENT	LANE PREFERENCE (Y/N)	LANE PREFERENCE (3 OR 5)	RESPONDER	DATE OF RESPONSE	RESPONSE
1	Voicemail	Rusty Vaughn	9/27/2022	Voicemail is saved in file. Voicemail - Yes, this is Rusty Vaughn of Vaughndarosa Properties, I'm a property owner on Hwy 259 in the Hochatown Area. I'm calling in reference to JP 34333(04). I heard there was going to be a public input and discussion session this evening, but I've also heard that it has been cancelled. Trying to gain clarity on that. I can be reached on my cell phone, which is always best for me, 214-228-8939, again 214-228-8939. Look forward to a call back, thank you.	N	N/A	Ben Hagood	9/27/2022	Mr. Vaughn wanting to confirm if the meeting was canceled. Ben talked to him and confirmed the meeting is canceled tonight but is rescheduled for Oct 27. Ben also answered basic questions about the design status being in the preliminary stages and detailed design would begin after the outreach event.
2	Voicemail	Scotty Littles	10/19/2022	Voicemail is saved in file. Voicemail - Yes, this is Scotty Littles, with Stephens Gap Restaurant, in Hochatown Oklahoma. I'm calling about JP 34333(04) for McCurtain County Hwy 259. I was just wondering how many feet am I going to be looking at losing for the restaurant, for Stephens Gap restaurant. If someone would give me a call back at 580-495-7630. Thank you.	N	N/A	Brandon Huxford and Paul Green	10/26/2022	Brandon and Paul called Mr. Littles back to discuss the 259 project and to hear some of his concerns. Below were his concerns and FNI responses in BLUE: How much parking would I lose? The design intent is that you would lose as little parking as possible. Currently, the 5-lane section edge of pavement would still be approx. 10-15' from your sign, which is in public R/W. The 5-lane design currently appears to take very little parking but that can be further evaluated as design progresses, if that is the chosen alternative.
3	Comment Form	Scotty Littles	10/19/2022	I would like to know how much of my parking lot I am going to lose? Will the buried utilities be moved further into my parking lot? How will this effect my sewer pond found south on the adjoining property? the construction of the temporary red lights had a great negative effect on our business. how long will this project be under construction? i feel this road project and the steps involved are going to have a very large negative impact on my business, my customers, and surrounding businesses. I understand the need for a better highway system to accomodate the large amount of traffic but i do not understand why it cant be done without effecting all the small businesses along this road who were here long before this problem existed. Surely there is another option to handle traffic flow that doesn't negatively effect the businesses and the aethesetics of our town that bring the people here.	N	N/A	Brandon Huxford and Paul Green	10/26/2022	I've heard from the bank that there might be some driveway changes, my only request is that my northern drive doesn't go away and that it remains wide enough for a large delivery truck as I get deliveries once a week. With this design, we are looking to "clean up" some of the driveway access along the corridor to remove the large wide open turn-in areas to make turns more predictable and eliminate the free-for-all type access present today. This will promote safety along the corridor. Additionally, we will be working with property owners to limit impacts based on drive changes and can look at his north drive as well to maintain size and possibly have larger turning radii. Scotty agreed that this was a good idea for consolidation. If you need me to move back my ice sales to the north, my request is that you give me as much heads up as possible so I can relocate that further back on my property as-needed. We will be meeting with property owners as we continue into the design process to work out items such as this and to try and avoid impacts as much as possible. This particular case is one that we could discuss during those meetings. I'm concerned about the impacts of construction for this bigger project as even the smaller signal and restriping project caused significant impacts to my business, around $1,500/week in lost sales. Your concern is understandable and we will be working to minimize construction impacts as much as possible. The larger project will be different than the smaller project though, as it will have a defined construction traffic control and will have to maintain access to businesses throughout construction. How will stormwater be handled? I ask as each year I have to bring in gravel as my drive and parking lot washes away over the year because there is very little ditch in front of my property and water flows through my parking area. Along with the two options of a 3-lane and a 5-lane section, we are also going to be looking at 2 end condition options along with that for an open section with ditches and a closed section with curb and gutter. Both options would help alleviate the drainage issue you are currently encountering. Are you going to be relocating utilities? There is currently a water line on the west side of my sign and a fiber/communications line 1' off of my sign along the east side. Utilities will be evaluated once we get deeper into the design process but by your account of where the utilities currently reside, we don't anticipate those items to be an issue in this location but will further evaluate as we get there. Would you be impacting the wastewater pond to the south of my property? The wastewater pond looks to be far enough off of the roadside that it shouldn't be impacted. However, if during the design process something changes and impacts are anticipated, we will coordinate that if it arises but that isn't anticipated at this time. One possibility that I had discussed with my dad was to work out a deal with ODOT or the contractor to take some of the excess cut fro this project to place behind my business as I have a pretty steep dropoff. I could use that to then add addtional parking. That is certainly a possibility and could be worked out with either the contractor or ODOT. We closed the conversation with Scotty by mentioning to him that the intent of this project is not to impact or close down any businesses but in turn, to make this corridor safer and better equipped to safely handle the increasing traffic and development that this area is seeing. He understood and agreed that something needed to be done and appreciated our call to discuss with him and looked forward to continued coordination moving forward. Scotty also provided an email contact for himself. Below is his phone number (wrong in the email from ODOT) along with his email address: Scotty Littles 580-495-7630 scottylittles@yahoo.com

COMMUNITY OUTREACH EVENT

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCURTAIN COUNTY; JP 34333(04)

MEETING DATE: 10/27/2022
MEETING LOCATION: BROKEN BOW SENIOR HIGH SCHOOL AUDITORIUM

COMMENT NUMBER	COMMENT TYPE	COMMENTER NAME	DATE OF COMMENT	PUBLIC COMMENT	LANE PREFERENCE (Y/N)	LANE PREFERENCE (3 OR 5)	RESPONDER	DATE OF RESPONSE	RESPONSE
4	Comment Form	Melinda Hunt	10/27/2022	Please put turn lanes (right and left) at all stoplights.	N	N/A			
5	Email	Jamey Wallis	10/28/2022	I want to share my comments on the proposed 3 lane or 5 lane as it effects my drive to and turning into my place of employment which is McCurtain County National Bank located just South & West of Hwy 259 and Hwy 259A North intersection. I have included 2 attachments with pictures of traffic flow. We desperately need a turn lane at both A & B as illustrated in the attachments. If you stop at A which is the intersection of Pinyon Road with Hwy 259 traffic backs up behind when you have to wait for South bound traffic from the red light at Hwy 259A North and Hwy 259 to clear, even worse is if the traffic attempts to drive around on the shoulder of Hwy 259 North. Instead of getting our turn lane (B on the attachments)at the entrance to the bank striped with a turn arrow it has all yellow lines across. Not sure why? Let me know if you have any questions for me. It is fine to stop by my work, call or email me. Thank you. Jamey Wallis McCurtain County National Bank #490554 50 Pinyon Road Broken Bow, OK 74728 (580)494-7777	N	N/A			
6	Email	James Green	10/31/2022	Please plan and install the 5 lane highway project as presented at public meeting on October 27, 2022. Our County is in dire need for the 5 lanes for public safety. Please remember to take the "Government Springs" area into consideration when planning the engineering phase (soils investigation) of project. In addition, please try to keep as much natural and native vegetation in consideration. Fall foliage colors are pleasing to the eye and soul. Thank you, James R. Green	Y	Prefers 5-lane design.			
7	Comment Form	David Smith	11/3/2022	1. Although several business owners are opposed to a 4/5-lane concept, with regards to parking and/or access, my idea is that when the Choctaw Facility becomes operational, even more traffic snarl will become problems. Therefore, multi-lanes should be mandated, perhaps an off-site/road parking(s) area should be considered in segment No. 2. 2. Assuming that incorporation takes place, Hochatown should be allowed to route water/sewer lines in conjunction with construction of the road phase. 3. Recommend a grade separation at Jct 259-A for improved access to the Choctaw Area in order to improve flow to both ultimate destinations. I feel that Choctaws would tend to participate in such costs.	Y	Prefers 5-lane design.			
8	Comment Form	Rhonda Reed	11/3/2022	I attended the public meeting on Oct. 27, 2022, in Broken Bow. My business is located in the middle section of the proposed US-259 project. While I agree that making a 5-lane in the southern section and the northern section, I do not agree with making it a 5-lane in the middle section. It would dominish our parking lot considerably. Please leave the way it is. I would suggest making it a 3-lane in the middle section so that in emergency situations, traffic can get over to let emergency vehicles get by. All businesses in this section need more parking especially on Saturdays. If the State could purchase the property on th corner of US-259 and Stevens Gap Road for a parking lot and make parking in the large ditch right-of-way would benefit everyone. Thanks! Rhonda Reed	Y	Prefers 3-lane design.			

COMMUNITY OUTREACH EVENT

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCURTAIN COUNTY; JP 34333(04)

MEETING DATE: 10/27/2022
MEETING LOCATION: BROKEN BOW SENIOR HIGH SCHOOL AUDITORIUM

COMMENT NUMBER	COMMENT TYPE	COMMENTER NAME	DATE OF COMMENT	PUBLIC COMMENT	LANE PREFERENCE (Y/N)	LANE PREFERENCE (3 OR 5)	RESPONDER	DATE OF RESPONSE	RESPONSE
9	Email	Conrad Young	11/6/2022	I'd like to suggest splitting the highway and retrofitting current sections of 259 to be one-way, then building a new two lane, one way strip for the other direction, creating a split area for to instigate a downtown area in Hochatown that's walkable. This idea came from seeing the town of Minocqua, Wisconsin do the same thing about a decade ago, when that US highway was split. It was cost effective because of how much growth it created in terms of increased sales tax revenue. Doing it this way might cost more in purchasing new easements, but there's a little known law in this part of Oklahoma that allows for a 33' (2 rod width) highway on section lines, regardless of whether there's another road or even a building in place. So if it's put in the right location, then construction could occur without inhibiting traffic, and there wouldn't even be a need for any costly right-of-way purchases. I think for the purpose of this law a section line is designated down to a quarter-quarter section line. This would also be an opportunity to install roundabouts where the highway is split, and it might be best to split it twice, once near Stephen's Gap Rd. and also where the Choctaw's new resort is being built. To talk to someone about how the US Highway was split in Minocqua, Wisconsin, as well as the economic aftershocks, contact Mark Hartzheim at chairman@townofminocqua.org or 715-356-5296. I would like to suggest 2 wildlife overpasses. Most wildlife overpasses in the US and Canada are only considered necessary in the presence of exceptionally large mammals, such as bison, moose, or elk. We are in the presence of a black bear stronghold, I personally documented a young black bear about 300' due East of the intersection between US 259 and Stephen's Gap Rd. Wildlife is encouraged or forced to utilize wildlife overpasses via fencing around the highway, so that it's their only option for passage. This project is only occurring because we have such a beautiful environment that has been developed so much later than the rest of the US, due to historical reasons. The tourism industry is predicated on wildlife, so protecting it should be of the utmost priority. Elk and bison were once in this area, and will likely be brought back, so overpasses could be a proactive measure from that standpoint. I've personally seen at least 50 dead turtles on this highway, and hundreds of dead deer, skunk, possum, and even a dead beaver. I've saved around 20 turtles. The economic impact from crashed cars, and consequent longer traffic times, even just considering whitetail deer, ought to be cost effective, not to mention the tourism impact. This is the Oklahoma Park System's Crown Jewel, please act like it. I would like to see expanded lanes or shoulders for bicyclists, and a lane for walkers. I'd ride my bike between Broken Bow and Hochatown several times a week, instead of driving, if it were safer. I also would like y'all to consider trails for horses, as they are a common mode of transportation in this area.	N	N/A			
10	Email	Conrad Young	11/7/2022	I had one last off the wall comment: the Boring Company. Perhaps a section where things are so built up could be a tunnel? The Choctaw Nation's homes are always built with brick. It might be feasible as a test study, since there's lots of traffic here, but not as much as in cities.	N	N/A			

COMMUNITY OUTREACH EVENT

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCURTAIN COUNTY; JP 34333(04)

MEETING DATE: 10/27/2022
MEETING LOCATION: BROKEN BOW SENIOR HIGH SCHOOL AUDITORIUM

COMMENT NUMBER	COMMENT TYPE	COMMENTER NAME	DATE OF COMMENT	PUBLIC COMMENT	LANE PREFERENCE (Y/N)	LANE PREFERENCE (3 OR 5)	RESPONDER	DATE OF RESPONSE	RESPONSE
11	Email	Chandra Rickey	11/10/2022	I would like to start this letter off by saying how thrilled I am that Hochatown is a growing and thriving area in Oklahoma. My husband, son and I moved here 26 years ago, June of 1996. We purchased Stevens Gap Restaurant, which we ran for 3 years and then purchased the Whip-Poor-Will Resort, whih we ran for 7 years. After selling both of those we lived on a houseboat at the marina while building our Bed and Breakfast where we lived and ran an Inn for 12 years. During the building phase of the Bed and Breakfast, I started Girls Gone Wine with 2 of my friends, which I still own and work at daily. All this being said, I'm pretty sure I have had a business in Hochatown longer than anyone else that is currently operating a business here. We were here before Hochatown was cool and thriving. We believed in this area long ago and uprooted our lives to move here to build a life with our child. He is now an owner of Beavers Bend Brewery in Hochatown, as well as a loan officer at McCurtain County National Bank after leaving for 5 years to obtain his degree at Oklahoma Baptist University. We have watched all the growth and new businesses come in. We are in support of a 3 lane in the 2nd section of the proposed area. it is currently 3 lane in front of my business with a stop light near and this has slowed the traffic down while not affecting traffic flow in a negative way. I want people to drive slow and look at what is around them and stop in on the spur of the moment. I'm afraid if we have a 5 lane, that will stop. It will ruin the quaintness of our area. Not to mention the highway will be right in front of numerous businesses. My top 3 concerns if a 5 lane comes in: 1) Pedestrian Safety 2) Losing the whole vibe of Hochatown 3) Losing parking at numerous businesses Things we currently need: 1) Parking for all businesses 2) Pedestrian cross walks 3) More traffic lights 4) Maybe a bike and/or walking path behind existing businesses to get to crosswalks and parking. 5) Sewer line plan Cheers! Chandra Rickey Girls Gone Wine www.thegirlsgonewine.com 10216 N. Hwy 259 Broken Bow, OK 74728 580-494-6113	Y	Prefers 3-lane design.			
12	Email	Terry Walker	11/13/2022	In my opinion the main route from 259A North (the dam road) north to Cedar Creek Golf Course could handle a three (3) lane highway. From Broken Bow city limits to Hwy 259 North could handle a 4 or 5 lane with minimum encroachment on existing businesses. The Town of Hochatown is and has been the only business district growing from the first building (Big Franks now Girls Gone Wine) and Stevens Gap Restaurant. All other with the exception of what is now Abendigo's Restaurant have been built in the last 20 years. Any additional widening of the existing highway will severely impact and could force closure of some 30 existing businesses. My wife, Michelle Finch, and I thought the deadline for these comments was 11/14/2022 (the form handed out at the meeting showed 10/14/2022 even though the meeting didn't happen until 10/27/2022...so I hope you can understand our confusion and accept these comments?) Terry Walker 580-212-6498 terrydeanwalker@gmail.com	Y	Prefers 3-lane design.			
13	Email	Michelle Finch	11/13/2022	Many of us thought we heard the deadline for comments was Monday, the 14th. I realize now that the form showed the date as 11/11/22, however the actual form handed out that evening showed October 14 (even though the meeting didn't happen until 10/27/22). This was likely why several of us thought the 14th was the deadline?? So I hope you will accept my commments in time for the perceived deadline of 11/14/22? Please let me know.	N	N/A	Jenny Droscher	11/14/2022	Jenny responded that ODOT will take comments after 11/14.

COMMUNITY OUTREACH EVENT

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCURTAIN COUNTY; JP 34333(04)

MEETING DATE: 10/27/2022
MEETING LOCATION: BROKEN BOW SENIOR HIGH SCHOOL AUDITORIUM

COMMENT NUMBER	COMMENT TYPE	COMMENTER NAME	DATE OF COMMENT	PUBLIC COMMENT	LANE PREFERENCE (Y/N)	LANE PREFERENCE (3 OR 5)	RESPONDER	DATE OF RESPONSE	RESPONSE
14	Comment Form	Michelle Finch	11/13/2022	First, we all thought that during the meeting the date for submitting comments was 11/14/22…so I hope you will still accept my written comments? (This date was noted by several during the meeting). I am NOT supportive of a 5 lane highway thru the center urban area of Hochatown (I believe you called that zone 2?). I believe a 3 lane would help with the traffic flow, accommodate turning traffic to get out of the way for north/south bound thru traffic without severly impacting businesses located along the strip. Benefits of a 3 lane: 1. Pedestrian highway crossing is safer with 3 lane than 5. 2. Highway speeds will be slower with 3 lanes because the congestion absolutely does slow down the traffic speed (and this further makes benefit #1 more viable). 3. Loss of parking lots to multiple businesses thru the heart of Hochatown. At Girls Gone Wine we anticipate a 5 lane could eliminate 25 parking places. Assuming 2 people per car and a turnover every hour to 1.5 hour means loss of approximately 300 visitors. At an average ticket of $70 per transaction will significantly impact our gross revenue (and the sales tax generated that support not only our local economy but the State of Oklahoma), the number of employees we maintain...less guests equals less staff. We are VERY concerned about the impact to our business if we lose 1/2 of our parking lot. This same scenario plays out throughout our community within Zone 2 as some businesses will be even more impacted than GGW. In the initial conversations with ODOT, a plan for a "Main Street" approach was a very business friendly solution. I am not sure how we went from that to a proposed 5 lane that would devastate our community and all that we have worked so hard to build. We sincerely hope that you will take all the concerns from business owners and modify any plans to BALANCE the need for safe travel through this hugely popular tourist destination. Other enhancements like well timed stop lights, escalation/descalation turn lanes to get into/out of major roads (State park entrances, Lake access roads) will further help with the flow of traffic. There are plenty of examples of tourist towns who figured out how to survive the perceived need for wider roads and opted to maintain the quaint, charm which was the very reason people were coming (Estes Park, Colorado; Gatlinburg, TN; Panama City Beach, Florida and the list goes on and on). Destroying our "urban district" stands to change the reason tourists flock to the area (small town charm with slower pace, tree lined highways) for what? To move more cars quicker? Those tourists are driving slow and looking for places to visit, spend money and enjoy and they left areas with four or five lane interstates to come here. I was an intregal player in the tourism development of Broken Bow and worked hard to create an area that we locals could stay, work and thrive. We feel a great sense of pride in what we have accomplished and now feel very threatened and helpless against what feels like an attack from our own State. I realize that sounds dramatic, but the stress this proposed change has created is real. It is upsetting and I sincerely hope that ODOT does in fact take into consideration not only the "science" behind the numbers of cars but balances that with our desire to keep things slow, quaint and honor the business people who created the "problem" that you are trying to solve. I hope this makes sense as it is very hard to convey how passionate I feel about this issue in a written email.	Y	Prefers 3-lane design.			
15	Email	Janine Carter	11/14/2022	Hello ODOT, Re: Hwy 259 Hochatown, Zone 2 "Urban District" I want to suggest a 3-lane, rather than a 5-lane road in our area for the following reasons… A 5-lane road would have faster traffic. Therefore it would be too dangerous, especially for foot traffic. Creating 5 lanes of traffic would take away most of the parking spaces for the highway businesses. This is not fair to them, and would definitely negatively effect their businesses. I believe a North/South road with a middle turn lane - 3 lanes in total - would solve the traffic issue completely. Also, the timers on the newly-installed red lights could be set more efficiently to help improve the flow of traffic. Thank you for your consideration of my opinion. Best regards, Janine Carter	Y	Prefers 3-lane design.			

COMMUNITY OUTREACH EVENT

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCURTAIN COUNTY; JP 34333(04)

MEETING DATE: 10/27/2022
MEETING LOCATION: BROKEN BOW SENIOR HIGH SCHOOL AUDITORIUM

COMMENT NUMBER	COMMENT TYPE	COMMENTER NAME	DATE OF COMMENT	PUBLIC COMMENT	LANE PREFERENCE (Y/N)	LANE PREFERENCE (3 OR 5)	RESPONDER	DATE OF RESPONSE	RESPONSE
16	Email	Brad Reesing	11/14/2022	Dear Oklahoma Department of Transportation: I've lived in McCurtain County, non-stop, since 1993. I've seen the unparalleled growth of the cabins near Beavers Bend State Park. I applaud ODOT for adding stoplights and turning lanes in strategic bottleneck areas within the last year. Those additions will make the roads safer for tourists and locals. This area raises millions of dollars every year in tax revenue (county and state level) as well as valuation for school districts in Broken Bow and Battiest. Out-of-state visitors flock to the Beavers Bend area (soon to be Hochatown) because of its unique, scenic beauty and rural appeal. Businesses have helped spur that growth. The early frountrunners were Steven's Gap Restaurant, Girls Gone Wine and Grateful Head Pizza. They took a chance, bet on the future and created establishments in an area where few existed. Those three businesses created the down-home Hochatown feel, which has seen record growth. This proposed highway expansion to 5 lanes would have a crippling effect on those pioneers. I recommend expanding to only three lanes for Zone 2, the urban district, which would allow for Hochatown to maintain a connection to its past and also serve its customers of the future. Zone 2 is a commercial downtown area and all square footage is vital for parking and building space. Expanding to five lanes will do irreparable damage to business all along US 259, which provide much-needed tax revenue to a county, which sans tourism, is one of the poorest in Oklahoma. A five-lane highway will likely force businesses to relocate or close. I believe a 3-lane highway, with coordinated stop lights, will keep traffic at slower speeds and safeguard pedestrians. Girls Gone Wine and Grateful Head have loyal followers throughout the region who make regular visits to the Beavers Bend area. Since their creation other businesses, like The Petting Zoo and Hochatime, have become magnets for tourists as well. Don't end that tradition for five lanes of asphalt so motorists can speed through one of our state's best treasures. Sincerely, Brad Reesing	Y	Prefers 3-lane design.			
17	Comment Form	Rusty Vaughn	11/14/2022	Appreciate the efforts of ODOT. My concerns: 1. With the growth in the area, I'm concerned the improvements will already be over loaded. 2. How will traffic control be conducted during construction to minimize the negative impact on the new casino and effected area. 3. Seems that a BY-PASS would be a better solution!	N	N/A			
18	Comment Form	Jeffrey Hawkins	11/14/2022	I would like to see a five lane highway through the Hochatown area to improve flow of traffic. Also, an alternate truck route for semi's around Hochatown.	Y	Prefers 5-lane design.			
19	Comment Form	Amanda Hawkins	11/14/2022	I would like for there to be a 5 lane highway through Hochatown. This will help with flow of traffic and improve the safety of those traveling through. Thank you so much!	Y	Prefers 5-lane design.			
20	Comment Form	David Hawkins	11/14/2022	I am for 5-laning the highway 259 through Hochatown. Also I would ask that the 5-laning of 259 from the City of Broken Bow to 259-A be put on a faster track than 8 years.	Y	Prefers 5-lane design.			
21	Comment Form	Michelle Hawkins	11/14/2022	I am in favor of the 5 lane hwy. We travel that road quite a bit. We have property at both ends.	Y	Prefers 5-lane design.			
22	Email	Kim Kennedy	11/15/2022	We prefer the 3 lanes in the middle part of the proposed upgrades to HWY 259. We believe the speed of traffic with 5 lanes is going to be more dangerous for everyone and going to hurt the charm that we have built that drew people here to begin with. Thanks!	Y	Prefers 3-lane design.			

Innovative approaches
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PUBLIC MEETING SUMMARY REPORT

US-259 ROADWAY IMPROVEMENTS
MCCURTAIN COUNTY
JOB PIECE NUMBER 34333(04)

Prepared for:

OKLAHOMA Transportation

June 2023

Prepared by:

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EXECUTIVE SUMMARY

The Oklahoma Department of Transportation (ODOT) held a public meeting in Hochatown, Oklahoma at the Crystal Forest Event Venue on May 16, 2023, between 5:30 p.m. and 7:30 p.m. The purpose of the public meeting was to engage the community about the design alternatives for the proposed project. This allowed the public an opportunity to provide feedback to assist ODOT in selecting the preferred alternative.

Public meeting notification flyers with general project information and details about the timing and location of the public meeting were mailed on April 18, 2023, using the USPS Every Door Direct Mail service to 1,320 addresses along three postal routes adjacent to the project. Additionally, meeting notification letters were mailed by USPS on May 2, 2023, to elected officials (federal, state, and local), adjacent property owners, tribal nations, utilities, area businesses, and resource agencies. Five public entities/agencies responded to the notification letters, which are summarized below the tables.

The public meeting was held in-person as scheduled. Although sign-in was not required, 73 members of the public signed in to the public meeting. During the public meeting, project information and design alternatives were presented by ODOT and the design team. An alternative for a 3-lane configuration and an alternative for a 5-lane configuration were presented to the public. Following the presentation, break-out groups were set up to provide an opportunity to ask ODOT questions and review the traffic model visualizations from the presentation. ODOT then requested that the public provide written comments about the meeting and complete a survey about the proposed project. The project corridor was split into three segments to better facilitate public engagement. The South Segment begins at SH-259A South and extends north to SH-259A North, the Middle Segment extends from SH-259A North to just north of Stevens Gap Road, and the North Segment extends from just north of Stevens Gap Road to Golf Course Road.

A website with public meeting information was also created to provide the public with a means of reviewing the information online. The website included instructions on methods to provide feedback during the public comment period, held between May 16 and May 31, 2023.

Survey Responses

There were 39 public meeting surveys submitted. A summary of the seven public meeting survey questions and a tally of the responses are included as Table ES1. In summary, a significant majority of the survey responses were in favor of the 5-lane configuration versus the 3-lane configuration for all three

segments. Approximately 85% were in favor of the 5-lane configuration for the South Segment, approximately 70% were in favor of the 5-lane configuration for the Middle Segment, and approximately 80% were in favor of the 5-lane configuration for the North Segment.

Table ES1 – Summary of Survey Responses

	Survey Question Summary	Response Options	Tally
1	Do you prefer 3-lane or 5-lane (South Segment)?	3 Lane	4
		5 Lane	34
		Other	1
2	Do you prefer 3-lane or 5-lane (Middle Segment)?	3 Lane	10
		5 Lane	28
		Other	1
3	Do you prefer 3-lane or 5-lane (North Segment)?	3 Lane	6
		5 Lane	30
		Other	3
4	How often do you travel on US-259?	Daily	25
		Weekly	7
		Monthly	6
		Yearly	1
5	Typical purpose of travel on US-259?	Business	6
		Non-Business	4
		Both Business and Non-Business	29
6	How often traffic congestion experienced on US-259?	Yes, Daily	11
		Yes, Weekly	17
		Yes, Monthly	4
		Yes, Seasonally	5
		No	2
7	Importance of sensitivity to goals of community?	Very Important	30
		Somewhat Important	8
		Not Important	1

Public Comment Topics and Responses

There were 24 public comments received during the public comment period. Comments often addressed multiple topics. The topics are summarized below with a response for each topic.

Topic – Prefers 3-Lane or 5-Lane Configuration

Topic Summary: Multiple commenters stated their preference between the 3-lane or 5-lane configuration.

Response: *ODOT understands your concerns and appreciates your input. Thank you for taking part in the public comment process for this project.*

Topic – Traffic Flow

Topic Summary: Multiple commenters made various comments regarding the existing poor flow of traffic, and some stated that the project would help alleviate congestion.

Response: *ODOT has completed a traffic study to better understand the traffic flow along the study corridor, and the intent of each alternative is to improve the safety and operation of US-259, including reducing traffic congestion.*

Topic – Beauty/Aesthetics

Topic Summary: Multiple commenters were concerned about how the project could affect the beauty and aesthetics of Hochatown's rural or "small-town feel".

Response: *As part of the design process, ODOT plans to collaborate with the community about ways to minimize impacts to the aesthetics of the area.*

Topic – Noise Concerns

Topic Summary: Multiple commenters expressed concern regarding the increase of traffic noise caused by the proposed project.

Response: *A noise study will be completed for this project as part of the environmental review process. This noise study will determine if any impacts occur in the future condition as a result of the proposed construction and future traffic counts. If there are impacts, mitigation in the form of a free-standing sound wall or an earthen berm will be considered for those dwellings. Any noise barrier will have to be deemed feasible and reasonable according to ODOT's Noise Policy to be considered for construction.*

Topic – Property Impacts/Loss

Topic Summary: Several commenters asked about impacts to adjacent property and potential property loss.

Response: *ODOT's intent is for the proposed project improvements to remain within the existing right-of-way. If ODOT cannot avoid the need to acquire additional easement, details of land acquisition can be negotiated and agreed to with representatives of ODOT Right-of-Way and Utilities Division. These representatives would meet with each affected property owner and be able to discuss concerns and negotiate a workable solution. ODOT is required to follow specific federally mandated guidelines with the goal of giving the property owner opportunities and options to get fair and equitable solutions and compensation.*

Topic – Safety

Topic Summary: Several commenters expressed concern regarding the safety of the corridor following proposed improvements, including if the 5-lane configuration would result in higher traffic speeds.

Response: *ODOT appreciates your input on safety concerns. ODOT is designing the proposed improvements in conformance with numerous safety standards set by the Federal Highway Administration (FHWA) and ODOT. The speed limit of the corridor is independent of the proposed number of lanes. Improved safety is a primary objective of the project.*

Topic – Wildlife

Topic Summary: Multiple comments were received regarding wildlife and increased collisions with deer crossing a larger highway.

Response: *ODOT will take into consideration minimizing wildlife impacts. An environmental review of the project is part of the design process, and ODOT will consider the use of signage to warn highway users in areas frequently crossed by wildlife.*

Topic – Cost

Topic Summary: Several commenters stated that a 5-lane alternative would bring a much higher cost of construction.

Response: *ODOT will select the alternative that meets the goals of the project while remaining sensitive to the needs of the community. ODOT will accomplish this while being a good steward of public tax dollars.*

Topic – Business/Economic impact

Topic Summary: Multiple commenters had questions or comments about the economic impact of the project. Some were concerned that construction would adversely impact the local economy, while others stated that expansion of the highway would result in economic expansion.

Response: *ODOT intends to maintain access to businesses adjacent to the construction throughout the project. Expansion of US-259 will allow for accommodation of traffic increases associated with the projected future growth of the area.*

Topic – Bypass/Alternate Routes

Topic Summary: Multiple commenters recommended a potential bypass or alternate routes being preferred over an expansion of US-259.

Response: *A potential bypass or alternate route is not part of this proposed project. The intent of the proposed US-259 project is to provide improvements within the existing US-259 right-of-way, which are needed to increase the safety and operation of US-259 in response to substantial growth in the area.*

Topic – Pedestrian Access

Topic Summary: Multiple commenters stated their concern about pedestrian crossing of US-259 in a 5-lane configuration.

Response: *Improved safety, including pedestrian safety, is a primary objective of the project. ODOT is evaluating the placement of sidewalks and/or trails in the design that could provide better access to businesses for pedestrians. ODOT will evaluate and include crosswalks that meet American Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG) standards as necessary. ODOT is designing the proposed improvements in conformance with numerous safety standards set by the Federal Highway Administration (FHWA) and ODOT.*

Topic – Parking

Topic Summary: Multiple commenters stated their concern that there currently is not enough parking so an expansion of US-259 would impact the existing parking negatively.

Response: *ODOT understands your concerns and appreciates your input. ODOT recognizes the problem, will continue to evaluate it and collaborate with the community about ways to minimize impacts. The intent of the proposed project is to remain within existing ODOT right-of-way. However, currently there are parking spaces within existing ODOT right-of-way that will likely be impacted by either the 3-lane and 5-lane configurations.*

Public Entity/Agency Responses

The following five public entities/agencies responded to the notification letter:

- **The Oklahoma Corporation Commission** responded by email. In summary, there are no wells, new permits or intents on or near the proposed project area.

  Response: *Thank you for your review of this project.*

- **The Oklahoma Department of Environmental Quality (ODEQ)** responded by email. In summary, ODEQ commented that no adverse environmental impacts under DEQ jurisdiction are anticipated and authorization under the construction stormwater permit OKR10 is required for disturbances greater than one acre.

  Response: *Thank you for your review of this project. ODOT will obtain authorization from ODEQ prior to construction and implement water quality BMPs during construction.*

- **The City of Broken Bow** City Manager responded by email. In summary, they referenced the importance of their main water transmission line that runs along US-259 within the project area, they said they support ODOT in this project, and something needs to be done (either the 3-lane or 5-lane configuration).

  Response: *Thank you for your input on this project, the water transmission line and other utilities will be identified and considered during design to minimize impacts.*

- **The McCurtain County Assessor** commented that a 5-lane expansion is needed badly.

  Response: *Thank you for your input on this project.*

- **The Town of Hochatown** passed a resolution in favor of the improvement of US-259 to 5 lanes beginning near the intersection of SH-259A (south) and extending north to near the intersection of SH-259A (north). The Town did agree to work with ODOT to find a collaborative solution for the remainder of the project corridor. No other segments of US-259 included in the project were addressed in the resolution.

  Response: *Thank you for your input on this project.*

1.0 PUBLIC MEETING OVERVIEW

1.1 INTRODUCTION

The Oklahoma Department of Transportation (ODOT) held a public meeting in Hochatown, Oklahoma at the Crystal Forest Event Venue on May 16, 2023, between 5:30 p.m. and 7:30 p.m. The purpose of the public meeting was to engage the community about the design alternatives for the proposed project. This allowed the public an opportunity to provide feedback to assist ODOT in selecting the preferred alternative. This public meeting was preceded several months earlier by a community outreach event held at Broken Bow High School on October 27, 2022, where project information was introduced to the general public.

1.2 PROJECT DESCRIPTION

ODOT, in cooperation with the Federal Highway Administration (FHWA), is proposing to expand US-259 starting 6.25 miles north of SH-3 junction, extending north 6 miles. The purpose of this US-259 project is to increase the safety and operation along the highway. The existing segment of US-259 consists primarily of 2-lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially, the future needs of an ever-changing region. In 2022, traffic intersection modifications were implemented to improve safety and operation along the project area. With the current and upcoming growth in this area, the intent of this project is to improve the roadway to alleviate traffic congestion. There are two design configurations being considered, which include a 3-lane configuration and a 5-lane configuration. The proposed project includes a new middle turn lane in both alternatives. A traffic study of the corridor has been completed and from 2017-2020 a 29% increase in traffic (9.5% per year) has occurred in the 3 year window.

1.3 PUBLIC MEETING

Public meeting notification flyers with general project information and details about the timing and location of the public meeting were mailed on April 18, 2023, using the USPS Every Door Direct Mail service to 1,320 addresses along three postal routes adjacent to the project. Notification flyers were also posted on bulletin boards and available as handouts in the Ouachita National Forest Visitor's Center and in the Beaver's Bend State Park Forest Heritage Center. Additionally, meeting notification letters were mailed by USPS on May 2, 2023, to elected officials (federal, state, and local), adjacent property owners,

tribal nations, utilities, area businesses, and resource agencies. Several public entities that have requested ODOT correspondence by email instead of hard copies were emailed a digital copy of the notification letter on May 5, 2023. The meeting notification letter included a short project description, information about the public meeting, and a request that recipients provide input during the public comment period of May 16 through May 31, 2023. A copy of the notification flyer, notification letter, and mailing lists are included in **Appendix A.**

The in-person public meeting was held at the Crystal Forest Venue, 263 Crooked Oaks Ln., Broken Bow, OK 74728 on May 16, 2023. Special entry accommodations were made to the meeting venue entrances to attempt to meet ADA standards. Although sign-in was not required, 73 members of the public signed in to the public meeting. The sign-in sheets, information from the public meeting presentation, and handout materials are included in **Appendix B.** The presentation included the following sections:

- **Recap of Previous Community Outreach Event**– Project background, existing conditions, project goals, interim improvements, traffic volumes, level of services and analysis, next steps, comment methods, and break out session recap.
- **Corridor Overview** – General overview of the project location.
- **Project Limits and Goals** – Project issues in the short and long term.
- **Additional Traffic Volumes** – Summary of the amount of growth in the area.
- **Evaluations and Development Scenario** – Maps showing the hypothesized growth in the corridor.
- **Model Results – Visualizations** – Videos of modeled traffic movement for years 2023 and 2043.
- **Next Steps** – Description of the process moving forward.
- **Comment Methods** – Instructions on the various ways the public can provide comments and feedback.
- **Breakout Sessions** – Breakout groups to discuss specific areas/segments (North, Middle, and South).

1.4 PUBLIC MEETING WEBSITE

A website with public meeting information was created to provide the public a means of reviewing the information online. The website was accessible through ODOT's Public Meeting webpage *www.odot.org/PublicMeetings*. The website included instructions on methods to provide feedback during the public comment period, held between May 16 and May 31, 2023. This included an online survey about the project, which is addressed in **Section 2.3**. Content from the website pages and the posted materials are included in **Appendix C.** The website included the following sections:

- **Project Overview** – General overview of the project, project schedule, and corridor significance.
- **Project Visualization** – Videos of modeled traffic movement for years 2023 and 2043.
- **Design Alternatives** – Conceptual layout of the 3-lane and 5-lane alternatives.
- **Public Meeting Recap** – Video of the presentation and public meeting handout.
- **Frequent Questions** – List of frequently asked questions and answers.
- **Submit Comments/Survey** – Online survey and other ways to comment (voicemail, email, mail).

2.0 SUMMARY OF COMMENTS & SURVEY RESPONSES

2.1 PUBLIC ENTITY/AGENCY RESPONSES

The following five public entities/agencies responded to the notification letter:

- **The Oklahoma Corporation Commission** responded by email. In summary, there are no wells, new permits or intents on or near the proposed project area.

  Response: *Thank you for your review of this project.*

- **The Oklahoma Department of Environmental Quality (ODEQ)** responded by email. In summary, ODEQ commented that no adverse environmental impacts under DEQ jurisdiction are anticipated and authorization under the construction stormwater permit OKR10 is required for disturbances greater than one acre.

  Response: *Thank you for your review of this project. ODOT will obtain authorization from ODEQ prior to construction and implement water quality BMPs during construction.*

- **The City of Broken Bow** City Manager responded by email. In summary, they referenced the importance of their main water transmission line that runs along US-259 within the project area, they said they support ODOT in this project, and something needs to be done (either the 3-lane or 5-lane configuration).

  Response: *Thank you for your input on this project, the water transmission line and other utilities will be identified and considered during design to minimize impacts.*

- **The McCurtain County Assessor** commented that a 5-lane expansion is needed badly.

  Response: *Thank you for your input on this project.*

- **The Town of Hochatown** passed a resolution in favor of the improvement of US-259 to 5 lanes beginning near the intersection of SH-259A (south) and extending north to near the intersection of US-259A (north). The Town did agree to work with ODOT to find a collaborative solution for the remainder of the project corridor. No other segments of US-259 included in the project were addressed in the resolution.

  Response: *Thank you for your input on this project.*

2.2 PUBLIC COMMENTS

The public comment period was between May 16 to May 31, 2023. Comments were received by voicemail, mail, email, and as an addition to the public meeting survey. Of the 24 public comments received, one comment was submitted as a voicemail, seven comments were submitted as emails, 10 were submitted through the online survey, three were submitted on the in-person comment form, and three were written and mailed to ODOT. Comments often addressed multiple topics. The public comments have been reviewed and grouped together by topic. A summary of the public comments is included as Table 1. Following Table 1, the topic is summarized with a response for each topic. Comments and transcripts of the voice messages are attached as **Appendix D**.

Please note, the public meeting survey responses are included separately in **Section 2.3**.

Table 1 – Summary of Public Comments

Public Comment Topic*	Tally
Prefers 5-Lane Configuration	2
Prefers 3-Lane Configuration	4
Traffic Flow	12
Beauty/Aesthetics	5
Noise Concern	6
Property Impacts/Loss	5
Safety	5
Wildlife	3
Cost	2
Business/Economics	4
Bypass/Alternate Route	2
Pedestrian Access	3
Parking	2

*Some public comments addressed multiple topics

Topic – Prefers 3-Lane or 5-Lane Configuration

Topic Summary: Multiple commenters stated their preference between the 3-lane or 5-lane configuration.

Response: *ODOT understands your concerns and appreciates your input. Thank you for taking part in the public comment process for this project.*

Topic – Traffic Flow

Topic Summary: Multiple commenters made various comments regarding the existing poor flow of traffic, and some stated that the project would help alleviate congestion.

Response: *ODOT has completed a traffic study to better understand the traffic flow along the study corridor, and the intent of each alternative is to improve the safety and operation of US-259, including reducing traffic congestion.*

Topic – Beauty/Aesthetics

Topic Summary: Multiple commenters were concerned about how the project could affect the beauty and aesthetics of Hochatown's rural or "small-town feel".

Response: *As part of the design process, ODOT plans to collaborate with the community about ways to minimize impacts to the aesthetics of the area.*

Topic – Noise Concerns

Topic Summary: Multiple commenters expressed concern regarding the increase of traffic noise caused by the proposed project.

Response: *A noise study will be completed for this project as part of the environmental review process. This noise study will determine if any impacts occur in the future condition as a result of the proposed construction and future traffic counts. If there are impacts, mitigation in the form of a free-standing sound wall or an earthen berm will be considered for those dwellings. Any noise barrier will have to be deemed feasible and reasonable according to ODOT's Noise Policy to be considered for construction.*

Topic – Property Impacts/Loss

Topic Summary: Several commenters asked about impacts to adjacent property and potential property loss.

Response: *ODOT's intent is for the proposed project improvements to remain within the existing right-of-way. If ODOT cannot avoid the need to acquire additional easement, details of land acquisition can be negotiated and agreed to with representatives of ODOT Right-of-Way and Utilities Division. These representatives would meet with each affected property owner and be able to discuss concerns and negotiate a workable solution. ODOT is required to follow specific federally mandated guidelines with the goal of giving the property owner opportunities and options to get fair and equitable solutions and compensation.*

Topic – Safety

Topic Summary: Several commenters expressed concern regarding the safety of the corridor following proposed improvements, including if the 5-lane configuration would result in higher traffic speeds.

Response: *ODOT appreciates your input on safety concerns. ODOT is designing the proposed improvements in conformance with numerous safety standards set by the Federal Highway Administration (FHWA) and ODOT. The speed limit of the corridor is independent of the proposed number of lanes. Improved safety is a primary objective of the project.*

Topic – Wildlife

Topic Summary: Multiple comments were received regarding wildlife and increased collisions with deer crossing a larger highway.

Response: *ODOT will take into consideration minimizing wildlife impacts. An environmental review of the project is part of the design process, and ODOT will consider the use of signage to warn highway users in areas frequently crossed by wildlife.*

Topic – Cost

Topic Summary: Several commenters stated that a 5-lane alternative would bring a much higher cost of construction.

Response: *ODOT will select the alternative that meets the goals of the project while remaining sensitive to the needs of the community. ODOT will accomplish this while being a good steward of public tax dollars.*

Topic – Business/Economic impact

Topic Summary: Multiple commenters had questions or comments about the economic impact of the project. Some were concerned that construction would adversely impact the local economy, while others stated that expansion of the highway would result in economic expansion.

Response: *ODOT intends to maintain access to businesses adjacent to the construction throughout the project. Expansion of US-259 will allow for accommodation of traffic increases associated with the projected future growth of the area.*

Topic – Bypass/Alternate Routes

Topic Summary: Multiple commenters recommended a potential bypass or alternate routes being preferred over an expansion of US-259.

Response: *A potential bypass or alternate route is not part of this proposed project. The intent of the proposed US-259 project is to provide improvements within the existing US-259 right-of-way, which are needed to increase the safety and operation of US-259 in response to substantial growth in the area.*

Topic – Pedestrian Access

Topic Summary: Multiple commenters stated their concern about pedestrian crossing of US-259 in a 5-lane configuration.

Response: *Improved safety, including pedestrian safety, is a primary objective of the project. ODOT is evaluating the placement of sidewalks and/or trails in the design that could provide better access to businesses for pedestrians. ODOT will evaluate and include crosswalks that meet American Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG) standards as necessary. ODOT is designing the proposed improvements in conformance with numerous safety standards set by the Federal Highway Administration (FHWA) and ODOT.*

Topic – Parking

Topic Summary: Multiple commenters stated their concern that there currently is not enough parking so an expansion of US-259 would impact the existing parking negatively.

Response: *ODOT understands your concerns and appreciates your input. ODOT recognizes the problem, will continue to evaluate it and collaborate with the community about ways to minimize impacts. The intent of the proposed project is to remain within existing ODOT right-of-way. However, currently there are parking spaces within existing ODOT right-of-way that will likely be impacted by either the 3-lane and 5-lane configurations.*

2.3 SURVEY RESPONSES

At the public meeting and on the public meeting website, ODOT encouraged the public to complete a short survey about the proposed project. Surveys were accepted during the period of May 16 to May 31, 2023. Surveys were accepted digitally through the project website, mailed in, or filled out in person at the public meeting event. Of the 39 surveys completed, twelve were completed in person at the public meeting, three were mailed to ODOT after the meeting, and 24 were completed online through the public meeting webpage. A summary of the seven public meeting survey questions and a tally of the responses are included as Table 2.

Table 2 – Summary of Survey Responses

	Survey Question Summary	Response Options	Tally
1	Do you prefer 3-lane or 5-lane (South Segment)?	3 Lane	4
		5 Lane	34
		Other	1
2	Do you prefer 3-lane or 5-lane (Middle Segment)?	3 Lane	10
		5 Lane	28
		Other	1
3	Do you prefer 3-lane or 5-lane (North Segment)?	3 Lane	6
		5 Lane	30
		Other	3
4	How often do you travel on US-259?	Daily	25
		Weekly	7
		Monthly	6
		Yearly	1
5	Typical purpose of travel on US-259?	Business	6
		Non-Business	4
		Both Business and Non-Business	29
6	How often traffic congestion experienced on US-259?	Yes, Daily	11
		Yes, Weekly	17
		Yes, Monthly	4
		Yes, Seasonally	5
		No	2
7	Importance of sensitivity to goals of community?	Very Important	30
		Somewhat Important	8
		Not Important	1

The seven Public Meeting Survey Questions are listed below with the survey response options.

Survey Question #1: For the South Segment (from SH-259A South to SH-259A North), would you prefer a 3-lane or a 5-lane configuration?

Response options: 3-lane; 5-lane; Other

Survey Question #2: For the Middle Segment (from SH-259A North to just north of Stevens Gap Rd), would you prefer a 3-lane or 5-lane configuration?

Response options: 3-lane; 5-lane; Other

Survey Question #3: For the North Segment (from just north of Stevens Gap Rd to Golf Course Rd), would you prefer a 3-lane or 5-lane configuration?

Response options: 3-lane; 5-lane; Other

Survey Question #4: How often do you travel on US-259?

Response options: Daily; Weekly; Monthly; Yearly

Survey Question #5: What is the typical purpose of your travel on US-259?

Response options: Business; Non-business; Both business and non-business

Survey Question #6: Have you experienced traffic congestion on US-259? If so, how often?

Response options: No; Yes, Daily; Yes, Weekly; Yes, Monthly; Yes, Yearly

Survey Question #7: How important is it to you that the US-259 project remains sensitive to the goals of the local community?

Response options: Very important; Somewhat important; Not important

APPENDIX A
NOTIFICATION MATERIALS AND MAILING LIST

FREESE AND NICHOLS
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3600 NW 138th Street., Suite 202 + Oklahoma City, Oklahoma 73134 + 405-607-7060 + FAX 817-735-7491 www.freese.com

May 5, 2023

RE: Summary of Notifications for May 16, 2023 Public Meeting for Roadway Improvements on US-259 from 6.25 Miles North of US-259 and SH-3 Junction Extending North 6 Miles in McCurtain County, Job Piece Number 34333(04), Project Number J3-4333(004)PM

Dear Ms. King:

An Every Door Direct Mail (EDDM) Flyer notifying residents of the upcoming public meeting was sent to the following three postal routes servicing the city of Hochatown in McCurtain County: 74728-H075, 74728-R001, and 74728-R004. They were sent on April 18, 2023. The total number of EDDM flyers sent out on the three postal routes is 1,320.

A total of 227 letters notifying adjacent property and business owners, stakeholders, utilities, public officials, and agencies of the Public Meeting were mailed on May 2, 2023, at 1:30 P.M. from the United States Postal Service Office located at 6612 NW 38th St., Bethany, OK. The letter contained a notice for the public meeting, background information on the project, and a site location map.

There were 12 digital copies of the letters sent via email to Oklahoma Transportation Commissioner, National Park Service, Oklahoma Department of Environmental Quality, Oklahoma Tourism and Recreation Department, Oklahoma Conservation Commission, Hochatown Board of Trustees, and (6) members of the Hochatown Project Advisory Meeting. These 12 letters were emailed on May 5, 2023.

All envelopes were checked to ensure that the enclosures identified were included.

Copies of the notification letter and flyer are attached.

Sincerely,

Ben Hagood
Freese and Nichols, Inc.

Public Meeting

Tuesday, May 16, 2023
Crystal Forest Venue
263 Crooked Oaks Ln.
Broken Bow, OK 74728
5:30 pm-7:30 pm

Join us!

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCurtain County; JP 34333(04)

The Oklahoma Department of Transportation will host an in-person Public Meeting on Tuesday, May 16, 2023, at the Crystal Forest Venue, 263 Crooked Oaks Ln., Broken Bow, OK 74728. The meeting will be held from 5:30 p.m. to 7:30 p.m., with a presentation at 6:00 p.m. Please join us to learn more about this project and the design alternatives.

Purpose

The purpose of the Public Meeting is to engage the community about the design alternatives for the proposed US-259 project. This is the public's opportunity to provide feedback that will assist ODOT in selecting the preferred alternative.

Project Information

www.odot.org/PublicMeetings

OKLAHOMA Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

PRESRT STD
ECRWSS
US POSTAGE
PAID
OKLA. CITY OK
PERMIT NO 777

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCurtain County, JP 34333(04)

For more information about the project:
(405) 325-3269
environment@odot.org
www.odot.org/PublicMeetings

OKLAHOMA Transportation

*********ECRWSSEDDM****

POSTAL CUSTOMER

OKLAHOMA Transportation

Field District Two
P.O. Drawer 628
Antlers, OK 74523
www.odot.org

April 25, 2023

RE: Public Meeting for US-259 from 6.25 Miles North of SH-3 Junction Extending North 6 Miles; State Job Piece Number JP 34333(04), McCurtain County

Dear Stakeholders,

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration, is proposing to improve US-259 within existing ODOT right-of-way. The existing section of US-259 consists primarily of 2-lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially, the future needs of an ever-changing region. ODOT will build and maintain the existing highway to better accommodate those needs while remaining sensitive to the goals of the local community. The purpose of this US-259 project is to increase the safety and operation along the highway.

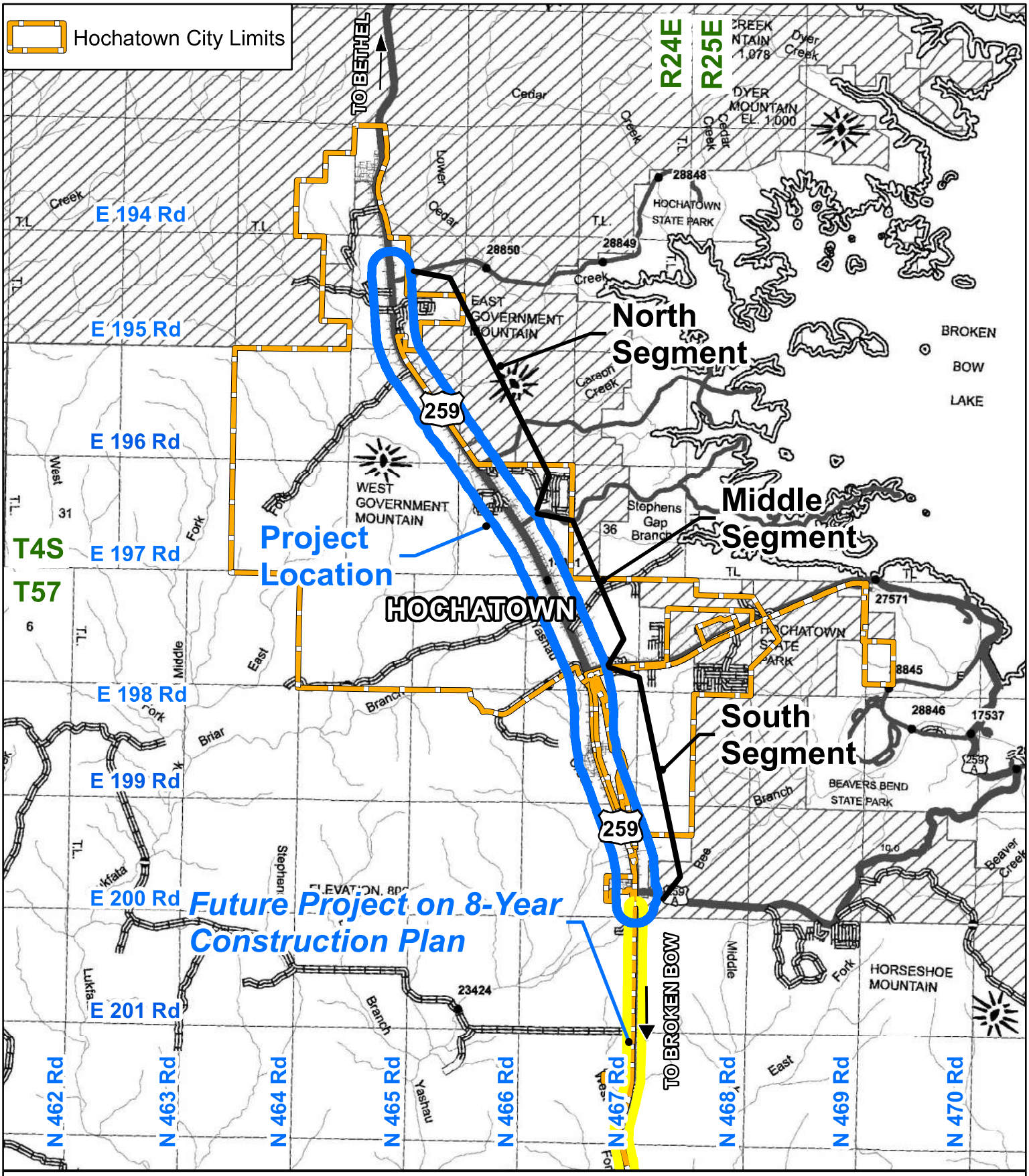
ODOT will host an in-person Public Meeting on Tuesday, May 16, 2023, at the Crystal Forest Venue from 5:30 p.m. until 7:30 p.m. at 263 Crooked Oaks Ln. Broken Bow, OK 74728. A presentation about the project is scheduled from 6:00 p.m. to 6:30 p.m. After the presentation, there will be opportunities to ask ODOT and the design team questions and to provide feedback. The purpose of the Public Meeting is to engage the community about the design alternatives for the proposed US-259 project. This is the public's opportunity to provide feedback that will assist ODOT in selecting the preferred alternative. The public comment period will be between May 16 and May 31, 2023. A map showing the project area is on the following page. Project information may be viewed at www.odot.org/PublicMeetings.

Should you have any questions regarding this project, please email environment@odot.org, or call 405-325-3269 and leave a detailed message.

Respectfully,

Anthony Echelle, P.E.
District 2 Engineer

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.



McCurtain County

Project Location Map
JP 34333(04); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project
in McCurtain County
Figure 1

0 3,000 6,000
Feet

OKLAHOMA Transportation

NAD 1983 UTM Zone 15N

Business and Adjacent Property Owner List

Name	Mailing Address	City, State, Zip
AMY'S MACARONS	1001 SAND RIDGE RD.	HAWORTH, OKLAHOMA 74740
BANDITS ATV & BOAT RENTAL LLC	9160 N. U.S. HWY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND MINING COMPANY	9221 N. HWY 259	BROKEN BOW, OKLAHOMA 74728
BRUTON'S OUTDOORS NORTH	10010 US-259	BROKEN BOW, OKLAHOMA 74728
CRAG CLIMB BEAVERS BEND INDOOR BOULDER GYM	8825 HWY 259 N	BROKEN BOW, OKLAHOMA 74728
DEBBIE ELLIOT- KELLER WILLIAMS	8885 N HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
GRATEFUL HEAD PIZZA OVEN & TAP ROOM	10251 US HWY 259	BROKEN BOW, OKLAHOMA 74728
H2O BAIT TACKLE & MORE	P.O. BOX 310	BROKEN BOW, OKLAHOMA 74728
HOCHA CUP COFFEE CO	1100 MORGAN LANE	BROKEN BOW, OKLAHOMA 4728
HOCHATIME	9231 US-259	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN COFFEE CENTRAL	9981 N US HWY 259 SUITE C	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN PETTING ZOO	9177 US HWY 259 NORTH	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN REAL ESTATE	8819 N US HWY 259, SUITE 2	BROKEN BOW, OKLAHOMA 74728
MCCURTAIN MEMORIAL URGENT CARE	8901 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
NEW HOCHATOWN LODGE	6613 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
SHADY OAK RESTAURANT	P.O. BOX 212	BATTIEST, OKLAHOMA 74722
THE MAZE OF HOCHATOWN	510 TRAILRIDGE CIRCLE	HALLSVILLE, TEXAS 75650
THE WILLOW TREE GIFTS AND MORE	9981 N US HIGHWAY 259 SUITE B	BROKEN BOW, OKLAHOMA 74728
WHIP-POOR-WILL CABINS & ORIGINAL FUDGE FACTORY	12667 HIGHWAY 259 NORTH	BROKEN BOW, OKLAHOMA 74728
MY DOLLAR PLUS	8929 HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
ROCK BOTTOM BOYZ BBQ	P.O. BOX 253	BROKEN BOW, OKLAHOMA 74728
HILLTOP HARDWARE AND LUMBER LLC	8873 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
THE GALLERY AT HOCHATOWN	7506 COTTONWOOD COURT	GARLAND, TEXAS 75044
HOCHATOWN SWAMP BOOGER MERCANTILE	8891 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
KANNA KURES DISPENSARY	8879 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
SOVERIEGN TITLE SERVICES	8815 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
HOCHACABINS MANAGEMENT & RENTALS	6773 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND RESTAURANT	8805 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN SALOON	28 OLD HOCHATOWN RD	BROKEN BOW, OKLAHOMA 74728
SHELL	9914 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
EZ MART	10053 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND BREWERY	44 COHO RD	BROKEN BOW, OKLAHOMA 74728
THE EAT OUT	5 COHO RD	BROKEN BOW, OKLAHOMA 74728
THE BLUE ROOSTER	10235 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
BIG FOOT SPEEDWAY	164 GREENLING RD	BROKEN BOW, OKLAHOMA 74728
STEVENS GAP RESTAURANT	9955 US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
OLD WEST TOWN TOYS AND GIFTS	8949 US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
OLD WEST TOWN MINI GOLD	9123 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
LIQUOR STATION	15 OAK LEAF LN	BROKEN BOW, OKLAHOMA 74728
ABENDIGO'S GRILL & PATIO	259 STEVENS GAP ROAD	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND LODGING	6261 N. US HWY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND LUXURY CABIN RENTALS	9301 N. US HWY 259	BROKEN BOW, OKLAHOMA 74728
ROWDY CABINS BEAVERS BEND RENTALS	1145 COURTNEY LANE	LEWISVILLE, TEXAS 75077
BLUE BEAVER LUXURY CABINS	141 WILDWOOD TRAIL	BROKEN BOW, OKLAHOMA 74728
BROKEN BOW CABIN LODGING	25 WOODLAND CIRCLE	BROKEN BOW, OKLAHOMA 74728
BROKEN BOW VACATION CABINS	33 N LUFKATA TRAIL ROAD	BROKEN BOW, OKLAHOMA 74728
CABINS IN BROKEN BOW	143 CEDAR CREEK CIRCLE	BROKEN BOW, OKLAHOMA 74728
CHIGGER'S BAR AND GRILL	242 STEVENS GAP ROAD	BROKEN BOW, OKLAHOMA 74728
FIRST STATE BANK	129 NORTH LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
FLAWLESS WELLNESS SPA/TREETOP SPA	80 TIMBER CREEK TRAIL	BROKEN BOW, OKLAHOMA 74728
GUTTER CHAOS	25 ORCA ROAD	BROKEN BOW, OKLAHOMA 74728
HEARTPINE HOLLOW CABINS, LLC	121 NORTH LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN ESCAPE GAMES	181 STEVENS GAP RD	BROKEN BOW, OKLAHOMA 74728
JULIAN CONSTRUCTION	50 SPEARFISH ROAD	BROKEN BOW, OKLAHOMA 74728
KNOTTED ROPE WINERY	83 N LUKFATA TRAIL ROAD SUITE B	BROKEN BOW, OKLAHOMA 74728
MOUNTAIN FORK BREWERY	89 N. LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
SHUCK ME SEAFOOD	83 N LUKFATA TRAIL ROAD	BROKEN BOW, OKLAHOMA 74728
SUNDOWN CABIN RENTALS	502 E CIRCLE DRIVE	BROKEN BOW, OKLAHOMA 74728
SYLVIA MURPHY	38 PINE MEADOW LANE	BROKEN BOW, OKLAHOMA 74728
THE TASTING ROOM	37 N. LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
BAILEY LUMBER COMPANY	P.O. BOX 398	BROKEN BOW, OKLAHOMA 74728
HUBER ENGINEERED WOODS	1070 WEST STATE HIGHWAY 3	BROKEN BOW, OKLAHOMA 74728
LAMBERT LUMBER AND HOME CENTER	880 VETERANS WAY	BROKEN BOW, OKLAHOMA 74728
OUACHITA NATIONAL FOREST SUPERVISOR	PO BOX 1270	HOT SPRINGS, ARKANSAS 71902
MANHATTEN CONSTRUCTION CO.	5601 S 122ND EAST AVE	TULSA, OKLAHOMA 74146
SECLUDED ACRES RV PARK	11 HOLLY GROVE RD.	BROKEN BOW, OKLAHOMA 74728
BRUTON'S	P.O. BOX 518	BROKEN BOW, OKLAHOMA 74728
1ST ASSEMBLY OF GOD	P.O. BOX 519	BROKEN BOW, OKLAHOMA 74728
GPSM SOUTHEAST, LLC, C/O GPM	P.O. BOX 5661	BISMARK, NORTH DAKOTA 58506
BRAVO CABIN RENTALS	P.O. BOX 3878	SHAWNEE, OKLAHOMA 74802
P AND L, LLC	P.O. BOX 967	DUNCAN, OKLAHOMA 73534
3C TIMBERIDGE LLC	38225 COMETTI RD.	COALGATE, OKLAHOMA 74538
FIRSTBANK	P.O. BOX 458	ANTLERS, OKLAHOMA 74523
TWIN PINES	68 SPINNER TRAIL	BROKEN BOW, OKLAHOMA 74728
LAND & LAKE PROPERTIES, LLC	P.O. BOX 937	BROKEN BOW, OKLAHOMA 74728
TACOHOMA	P.O. BOX 780	BROKEN BOW, OKLAHOMA 74728

Name	Mailing Address	City, State, Zip
CARPER SPRINGS	13122 US 259 N	BROKEN BOW, OKLAHOMA 74728
CHOCTAW NATION OF OKLAHOMA	23 HIDDEN LAKE ROAD	BROKEN BOW, OKLAHOMA 74728
CHOCTAW NATION OF OKLAHOMA UTILITY AUTHORITY	P.O. BOX 1550	DURANT, OKLAHOMA 74702
ROUTH DEVELOPMENT, LLC	501 NE LINCOLN	IDABEL, OKLAHOMA 74745
WEYERHAEUSER UTILITIES	220 OCCIDENTAL AVE SOUTH	FEDERAL WAY, WASHINGTON 98104
BODY HARMONY	1211 S BROADWAY ST. APARTMENT #5309	JOSHUA, TEXAS 76058
CROSSLAND INVESTMENTS LLC	1144 N WINDAMERE	DALLAS, TEXAS 75208
HOCHATOWN TRAILS, LLC	618 DORY LN	BROKEN BOW, OKLAHOMA 74728
DOROTHY'S CABIN	1520 S MAIN STREET	BLACKWELL, OKLAHOMA 74631
TIMBER RIDGE BUSINESS PARK LLC	820 SPENCER RD	BROKEN BOW, OKLAHOMA 74728
7IL PROPERTIES LLC	503 N MAIN STREET STE 429	PUEBLO, COLORADO 81003
ANAYA, PAULA ADREA RODRIGUEZ	701 MANCHESTER DR	IDABEL, OKLAHOMA 74745
ANDERSON, STEVE "OLD PURE COUNTRY"	PO BOX 113	BETHEL, OKLAHOMA 74724
B N FAMILY PROPERTIES, LLC	1401 N INDIAN ROAD	IDABEL, OKLAHOMA 74745
BATSON, MICHAEL DALE	P O BOX 246	BROKEN BOW, OKLAHOMA 74728
BLUE MARLIN INV PROP, LLC	44 CR 4291	DEKALB, TEXAS 75559
BROOKS FAMILY PROPERTIES LLC	113 HOMESTEAD CIRCLE	BROKEN BOW, OKLAHOMA 74728
BRW BEVERAGES, INC	46 COHO RD	BROKEN BOW, OKLAHOMA 74728
BURNHAM, MARCIE BRET BURNHAM	2700 FONTAINE PL	EL RENO, OKLAHOMA 73036
CAFFEY, PATRICIA L. LANDON CAFFEY	87 SPINNER TRAIL	BROKEN BOW, OKLAHOMA 74728
CAMP, LINDA AS PR OF THE ESTATES OF	37058 N US HWY 259	SMITHVILLE, OKLAHOMA 74957
CARPER, DOYLE	8022 WEST HWY 70	IDABEL, OKLAHOMA 74745
CARPER, KAREN S WILLIAM R	410 IBIS RD	IDABEL, OKLAHOMA 74745
VARGAS, LUCILLE ROBINSON ETAL	7802 MERITO AVE	SAN BERNADINO, CALIFORNIA 92410
CHAPEL OF THE PINES CHURCH	P.O. BOX 354	BROKEN BOW, OKLAHOMA 74728
CKM INVESTMENTS LLC	788 SWIFT LOOP	BROKEN BOW, OKLAHOMA 74728
CLABORN, MATTHEW TARA L	3713 RIDGECREST AVE	ROWLETT, TEXAS 75088
CRESS, JANET K	75 GOLF COURSE RD	BROKEN BOW, OKLAHOMA 74728-6570
CUNNINGHAM DUNCAN LLC	888 FM 2216	HONEY GROVE, TEXAS 75446
DANIELS, MICHAEL	P O BOX 931	HUGO, OKLAHOMA 74723
DI DOMENICO, KRISTIN M ANDREW	75 WEST LEVERING MILL ROAD	BALA CYNWYD, PENNSYLVANIA 19004
EAGLE MOUNTAIN LAND, DEVELOPMENT CORPORATION	724 LOWELL STREET	DALLAS, TEXAS 75214
ELLIOTT, CHAD BRITNEY ELLIOTT	555 ESTATES DRIVE	LEWISVILLE, TEXAS 75077
ELV PROPERTY HOLDINGS, LLC	350 HAWKINS RUN RD, SUITE 100	MIDLOTHIAN, TEXAS 76065
FIRST BANK TRUST BROKEN BOW	710 S PARK DRIVE	BROKEN BOW, OKLAHOMA 74728
FLAWLESS WELLNESS LLC	P O BOX 43	EAGLETOWN, OKLAHOMA 74734
FOSTER, PHILLIP F.	7899 PETER BONNER RD	HALLSVILLE, TEXAS 75650
GPM PORTFOLIO OWNER, LLC	1410 COMMONWEALTH DR STE 202	WILMINGTON, NORTH CAROLINA 28403
GREEN HUB LLC	9905 S PENNSYLVANIA AVE SUITE	OKLAHOMA CITY, OKLAHOMA 73159
GREEN, RAYBURN L SELMA I	PO BOX 24	LAVACA, ARKANSAS 72941
HAUS, KELLI MICHELLE, TRUSTEE OF	9721 BITTERROOT DR	OAK POINT, TEXAS 75068
HELM, JONAS	P O BOX 683	SULPHUR SPRINGS, TEXAS 75483
HOCHATOWN AMUSEMENTS, LLC	6659 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN DISTILLING CO, LLC	41 N. LUKFATA TRL	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN ORIGINAL, LLC	400 NORTH MAIN	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN SALOON, LLC	4889 S. PARK DR	BROKEN BOW, OKLAHOMA 74728
HOUSE, JOHN S	118 1ST STREET SW	PARIS, TEXAS 75460
IYER, NIKHIL SUBRAMANIAN	25450 BRIGHT CT	ALDIE, VIRGINIA 20105
JACKSON, JIMMY KATHY	208 HOLLY CREEK RD	BROKEN BOW, OKLAHOMA 74728
JKS HOLDINGS, LLC	PO BOX 444	BROKEN BOW, OKLAHOMA 74728
JKTR PROPERTIES LLC	PO BOX 130	SANGER, TEXAS 76266
K H DEVELOPMENT LLC	3809 BUCKINGHAM COURT	BEDFORD, TEXAS 76021
KING, JESSE LINDA SUE	17 OAK LEAF LANE	BROKEN BOW, OKLAHOMA 74728
KLERBOW, DWIGHT	7253 EDGERTON	DALLAS, TEXAS, 75231
LADY DOG PRODUCTIONS, LLC	4870 N US H WY 259	BROKEN BOW, OKLAHOMA 74728
LANE, GARY THERESA	9114 N HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
LBM DEVELOPMENT, LLC	2177 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
LEA, RAY MARGARET	7224 OAK CREEK CT	FT. WORTH, TEXAS 76135-0000
LEMPGES, DONALD KELLY	32600 HAZEL DELL RD	MC LOUD, OKLAHOMA 74851
LITTLES, SCOTTY BRITTANY	83 RED ELM TRAIL	BROKEN BOW, OKLAHOMA 74728
LOBLOLLY ACRES, LLC	2536 NW 32ND ST	OKLAHOMA CITY, OKLAHOMA 73112
LOST CREEK, LLC	P O BOX 143	PATTONVILLE, TEXAS 75468
MC CURTAIN COUNTY NATL BANK	50 PINYON RD	BROKEN BOW, OKLAHOMA 74728
MCR, LLC	10216 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
MEEKS, REGINA	PO BOX 445	BROKEN BOW, OKLAHOMA 74728
MIDKIFF, ROBERT LEE JR	2600 FITZGERALD AVE	MCKINNEY, TEXAS 75071
MOUNTAIN HOLLOW FARMS, INC	3032 NW 201ST	EDMOND, OKLAHOMA 73012
NICHOLSON, JERRY D SHIRLEY A	PO BOX 286	IDABEL, OKLAHOMA 74745
ODONNELL, JIMMY C SUSAN K	1080 W. MEMORIAL	BROKEN BOW, OKLAHOMA 74728
OXLEY, KEITH T DEANNA L,	100 THORNHILL CR	DOUBLE OAK, TEXAS 75077
PRUETTS FOOD, INC	210 N. MAIN	BROKEN BOW, OKLAHOMA 74728
R D REALTY MASTERS LLC	3853 GREENBRIER DRIVE	FRISCO, TEXAS 75033
RAMIREZ, EDWARD R MARY K	2324 COUNTRY CLUB DR	ODESSA, TEXAS 79762
REED, VOJAI A REV.TRUST	9983 N HWY 259	BROKEN BOW, OKLAHOMA 74728
ROCKET CANARY, LLC	509 HOEL DR	DALLAS, TEXAS 75224
ROSANGELAS HEAVENLY KITCHEN, ON WHEELS LLC	14041 BRADLEY COVE RD	JACKSONVILLE, FLORIDA 32218
SEVEN 7 SEVEN LLC	1725 NW 22ND STREET	OKLAHOMA CITY, OKLAHOMA 73106

Name	Mailing Address	City, State, Zip
SHEARER, KEITH	9627 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
SMITH, CHRIS NICOLE SMITH	81 PINE CONE LANE	BROKEN BOW, OKLAHOMA 74728
STEPHANIAN FAMILY INVESTMENTS	4032 MARQUETTE STREET	DALLAS, TEXAS 75225
STONE KRISTEN PROPERTIES,LLC	P O BOX 1638	IDABEL, OKLAHOMA 74745
STRANGE, HAROLD E ROSE M	367 ROSE LANE	BROKEN BOW, OKLAHOMA 74728
THE GRIT GROUP, LLC	17734 PRESTON RD STE 201	DALLAS, TEXAS 75252
THREE QUARTERS, LLC	1135 S MCKINLEY AVE	OKLAHOMA CITY, OKLAHOMA 73108
TIDWELL, MARY A	147 POST OAK ROAD	BROKEN BOW, OKLAHOMA 74728
VERACE, THOMAS J DEBORAH A	191 HOLLY GROVE RD.	BROKEN BOW, OKLAHOMA 74728
VIRGIN, TAMMY M.	1768 SWEETHOME ROAD	BROKEN BOW, OKLAHOMA 74728
VONDEROSA PROPERTIES, LLC	13010 LAKE TRAIL DR	ARGYLE, TEXAS 76226
WAGNER, EDWARD A BARBARA A	4708 S 70TH E AVE	TULSA, OKLAHOMA 74145
WALTERS BROS DEVELOPMENT LLC	96 WHITE PERCH LANE	BROKEN BOW, OKLAHOMA 74728
WATSON, WAYNE AUSTIN	1664 OAK RIDGE DR	CORINTH, TEXAS 76210
WESTERN FARMERS ELECTRIC CO-OP	PO BOX 429	ANADARKO, OKLAHOMA 73005
WEYERHAEUSER CO ATTN: MELISSA MCCONE	PO BOX 717	CROSSETT, ARKANSAS 71635
WOMACK, SHANE W BETTY JOYCE	6594 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728

Agency and Public Entities

Title	First Name	Last Name	Salutation	Job Title	Agency	Street	City	State	Zip	Mail
MR.	BASHARAT	SIDDIQI	MR. SIDDIQI	DIVISION ADMINISTRATOR	FEDERAL HIGHWAY ADMINISTRATION (FHWA)	5801 N BROADWAY EXTENSION, SUIT	OKLAHOMA CITY	OKLAHOMA	73118	Mail
THE HONORABLE	MARKWAYNE	MULLIN	SENATOR MULLIN	U.S. SENATE		3817 NW EXPRESSWAY #780	OKLAHOMA CITY	OKLAHOMA	73112	Mail
THE HONORABLE	MARKWAYNE	MULLIN	SENATOR MULLIN	U.S. SENATE		205 RUSSELL SENATE OFFICE BUILDIN	WASHINGTON	D.C.	20510-360	Mail
THE HONORABLE	JAMES	LANKFORD	SENATOR LANKFORD	U.S. SENATE		316 HART SENATE OFFICE BUILDING	WASHINGTON	D.C.	20510	Mail
THE HONORABLE	JAMES	LANKFORD	SENATOR LANKFORD	U.S. SENATE		1015 N. BROADWAY AVE. SUITE 310	OKLAHOMA CITY	OKLAHOMA	73102	Mail
MS.	LYNDA	OZAN	MS. OZAN	DEPUTY HISTORIC PRESERVATION OFFIC	OKLAHOMA HISTORICAL SOCIETY	800 NAZIH ZUHDI DRIVE	OKLAHOMA CITY	OKLAHOMA	73105-791	Mail
DR.	KARY	STACKELBECK	DR. STACKELBECK		OKLAHOMA STATE ARCHEOLOGIST	111 EAST CHESAPEAKE, BUILDING 134	NORMAN	OKLAHOMA	73019-511	Mail
MR.	DANNY	BALDWIN	MR. BALDWIN	EXECUTIVE DIRECTOR	KIAMICHI ECONOMIC DEVELOPMENT DISTRICT OF O	P.O. BOX 638	WILBURTON	OKLAHOMA	74578-063	Mail
MR.	MICHAEL	RODRIGUEZ	MR. RODRIGUEZ	REALTY SPECIALIST	BUREAU OF LAND MANAGEMENT	201 STEPHENSON PARKWAY, SUITE 1	NORMAN	OKLAHOMA	73072-203	Mail
MR.	ANDREW	COMMER	MR. COMMER	REGULATORY BRANCH CHIEF	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-429	Mail
COLONEL	TIMOTHY	HUDSON	COLONEL HUDSON	COMMANDER & DISTRICT ENGINEER	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-429	Mail
MR.	STEVE	NOLEN	MR. NOLEN	PLANNING & ENVIRONMENTAL (PER) DI	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-429	Mail
MR.	EDDIE	STREATER	MR. STREATER	REGIONAL DIRECTOR, EASTERN OKLAHO	BUREAU OF INDIAN AFFAIRS	P.O. BOX 8002	MUSKOGEE	OKLAHOMA	74402-800	Mail
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	Mail
MS.	REBECCA	HUNT	MS. HUNT	REGIONAL ENVIRONMENTAL OFFICER	U.S. DEPARTMENT OF THE INTERIOR	1001 INDIAN SCHOOL NW, SUITE 348	ALBUQUERQUE	NEW MEXICO	87104	Mail
MR.	DARRELL	TOWNSEND	MR. TOWNSEND	VICE-PRESIDENT FOR RIVERS OPERATION	GRDA - SCENIC RIVERS OPERATIONS	P.O. BOX 292	TAHLEQUAH	OKLAHOMA	74465-029	Mail
MR.	MATT	PINNELL	SECRETARY PINNELL	SECRETARY OF TOURISM AND BRANDIN	OKLAHOMA DEPARTMENT OF TOURISM AND RECRE	2300 N. LINCOLN BLVD SUITE 117	OKLAHOMA CITY	OKLAHOMA	73105	Mail
MR.	J.D.	STRONG	MR. STRONG	DIRECTOR	OKLAHOMA DEPARTMENT OF WILDLIFE CONSERVAT	P.O. BOX 53465	OKLAHOMA CITY	OKLAHOMA	73152	Mail
MR.	TREY	LAM	MR. LAM	EXECUTIVE DIRECTOR	OKLAHOMA CONSERVATION COMMISSION	2800 NORTH LINCOLN BLVD., STE. 160	OKLAHOMA CITY	OKLAHOMA	73105	Mail
MS.	JULIE	CUNNINGHAM	MS. CUNNINGHAM	EXECUTIVE DIRECTOR	OKLAHOMA WATER RESOURCES BOARD	3800 NORTH CLASSEN	OKLAHOMA CITY	OKLAHOMA	73118	Mail
DR.	DAVID	BROWN	DR. BROWN	DIRECTOR	OKLAHOMA GEOLOGICAL SURVEY	100 EAST BOYD, ROOM N-131	NORMAN	OKLAHOMA	73019-062	Mail
MR.	JAMES	GRIMSLEY	COMMISSIONER GRIMSLEY	DISTRICT II	OKLAHOMA TRANSPORTATION COMMISSION	P.O. BOX 421	CALERA	OKLAHOMA	74730	Mail
CHAIRMAN	BOBBY	GONZALEZ	CHAIRMAN GONZALEZ		CADDO NATION	P.O. BOX 487	BINGER	OKLAHOMA	73009	Mail
CHIEF	GARY	BATTON	CHIEF BATTON		CHOCTAW NATION	P.O. DRAWER 1210	DURANT	OKLAHOMA	74702	Mail
PRINCIPAL CHIEF	GEOFFREY	STANDING BEAR	PRINCIPAL CHIEF STANDING BE		OSAGE NATION	627 GRANDVIEW	PAWHUSKA	OKLAHOMA	74056	Mail
CHAIRPERSON	JOSEPH	BYRD	CHAIRPERSON BYRD		QUAPAW NATION	P.O. BOX 765	QUAPAW	OKLAHOMA	74363	Mail
PRESIDENT	TERRI	PARTON	PRESIDENT PARTON		WICHITA & AFFILIATED TRIBES	P.O. BOX 729	ANADARKO	OKLAHOMA	73005	Mail
MS.	CARLA	ELLISOR	SUPERINTENDENT ELLISOR	SUPERINTENDENT OF SCHOOL DISTRICT	BROKEN BOW ISD	108 W. 5TH	BROKEN BOW	OKLAHOMA	74728	Mail
THE HONORABLE	JOSH	BRECHEEN	REPRESENTATIVE BRECHEEN	U.S. HOUSE OF REPRESENTATIVES		1208 Longworth House Office Building	WASHINGTON	DC	20515	Mail
THE HONORABLE	JOSH	BRECHEEN	REPRESENTATIVE BRECHEEN	U.S. HOUSE OF REPRESENTATIVES		223 W PATTI PAGE BOULEVARD	CLAREMORE	OKLAHOMA	7401	Mail
THE HONORABLE	GEORGE	BURNS	SENATOR BURNS	STATE SENATE		2300 N. LINCOLN BLVD., RM. 533	OKLAHOMA CITY	OKLAHOMA	73105	Mail
THE HONORABLE	EDDY	DEMPSEY	REPRESENTATIVE DEMPSEY	STATE REPRESENTATIVE		2300 N. LINCOLN BLVD., RM. 453	OKLAHOMA CITY	OKLAHOMA	73105	Mail
COMMISSIONER	JOHN WAYNE	WILLIAMS	COMMISSIONER WHITE	MCCURTAIN COUNTY, COMMISSIONER D		1201 S. PARK DRIVE	BROKEN BOW	OKLAHOMA	74728	Mail
COMMISSIONER	MARK	JENNINGS	COMMISSIONER JENNINGS	MCCURTAIN COUNTY, COMMISSIONER D		1604 W. MARTIN LUTHER KING	IDABEL	OKLAHOMA	74745	Mail
COMMISSIONER	ROBERT	BECK	COMMISSIONER WESTBROOK	MCCURTAIN COUNTY, COMMISSIONER D		759 N. DALTON	VALLIANT	OKLAHOMA	74764	Mail
MS.	HEATHER	CARTER	MS. CARTER	COMMISSIONERS' EXECUTIVE ASSISTANT		8 NE 3RD STREET	IDABEL	OKLAHOMA	74745	Mail
MS.	SAMANTHA	DAVIDSON	MS. DAVIDSON	OFFICE OF THE GOVERNOR		2300 N. LINCOLN BLVD., STE. 212	OKLAHOMA CITY	OKLAHOMA	73105	Mail
SHERIFF	KEVIN	CLARDY	SHERIFF CLARDY	COUNTY SHERIFF	MCCURTAIN COUNTY SHERIFF	108 N. CENTRAL AVE.	IDABEL	OKLAHOMA	74745	Mail
				BROKEN BOW FIRE AND RESCUE DEPART	CITY OF BROKEN BOW	11 N. MAIN	BROKEN BOW	OKLAHOMA	74728	Mail
				BROKEN BOW POLICE DEPARTMENT	CITY OF BROKEN BOW	215 N. MAIN STREET	BROKEN BOW	OKLAHOMA	74728	Mail
				HOCHATOWN VOLUNTEER FIRE DEPART	CITY OF HOCHATOWN	P.O. BOX 8402	BROKEN BOW	OKLAHOMA	74728	Mail
			ADMINISTRATOR	MCCURTAIN MEMORIAL HOSPITAL		1301 LINCOLN RD.	IDABEL	OKLAHOMA	74745	Mail
			ADMINISTRATOR	MCCURTAIN MEMORIAL URGENT CARE (		8901 N. HWY 259	HOCHATOWN	OKLAHOMA		Mail
MR.	CODY L.	MCDANIEL	MR. MCDANIEL	EMERGENCY MANAGEMENT DIRECTOR	MCCURTAIN COUNTY EMERGENCY MANAGEMENT	103 NE AVE. A	IDABEL	OKLAHOMA	74745	Mail
MS.	VICKIE	PATTERSON	MS. PATTERSON	CITY MANAGER	CITY OF BROKEN BOW	210 N. BROADWAY STREET	BROKEN BOW	OKLAHOMA	74728	Mail
			TO WHOM IT MAY CONCERN	BEAVERS BEND STATE PARK		196 STEVENS GAP ROAD	BROKEN BOW	OKLAHOMA	74728	Mail
			TO WHOM IT MAY CONCERN	BROKEN BOW LAKE PROJECT OFFICE	USACE	175 WHITE DOVE LANE	VALLIANT	OKLAHOMA	74764	Mail
			TO WHOM IT MAY CONCERN	OUACHITA NATIONAL FOREST	US FOREST SERVICE	111 OK-259A	BROKEN BOW	OKLAHOMA	74728	Mail
			TO WHOM IT MAY CONCERN	OKLAHOMA FORESTRY SERVICES		2800 N. LINCOLN BLVD.	OKLAHOMA CITY	OKLAHOMA	73105	Mail
			TO WHOM IT MAY CONCERN	KIAMICHI RURAL WATER DISTRICT #6	KIAMICHI RURAL WATER DISTRICT #6 (Utility)	P.O. BOX 157	SMITHVILLE	OKLAHOMA	74957	Mail
			TO WHOM IT MAY CONCERN	HOCHATOWN RURAL WATER DISTRICT #	HOCHATOWN RURAL WATER DISTRICT #5 (Utility)	9180 N US HWY 259	BROKEN BOW	OKLAHOMA	74728	Mail
			TO WHOM IT MAY CONCERN	CHOCTAW ELECTRIC CO-OP	CHOCTAW ELECTRIC CO-OP (Utility)	PO BOX 758	HUGO	OKLAHOMA	74743	Mail
			TO WHOM IT MAY CONCERN	PINE TELEPHONE	PINE TELEPHONE (Utility)	PO BOX 548	BROKEN BOW	OKLAHOMA	74728	Mail
MR.	MICHAEL J.	RYAN	MR. RYAN	REGIONAL DIRECTOR	BUREAU OF RECLAMATION	P.O. BOX 36900	BILLINGS	MONTANA	59107	Mail
DR.	DAVID	WILLIAMS	DR. WILLIAMS	CHIEF - HYDRAULICS & HYDROLOGY BRA	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-429	Mail
MR.	SCOTT	HENDERSON	MR. HENDERSON	CHIEF - WATER MANAGEMENT	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-429	Mail
MS.	MICHELLE	LAY	MS. LAY	CHIEF - CIVIL DESIGN SECTION	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-429	Mail
MR.	DAVID	BLACKMORE	MR. BLACKMORE	ENGINEERING BRANCH, INFRASTRUCTUR	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-429	Mail
MR.	GRAYSON	ARDIES	MR. ARDIES	DIRECTOR	OKLAHOMA AERONAUTICS COMMISSION	110 N. ROBINSON, SUITE 200	OKLAHOMA CITY	OKLAHOMA	73102	Mail
MR.	SCOTT (SEAN)	MUELLER (KOUPLEN) (PEND	SECRETARY MUELLER (KOUPLEN	SECRETARY OF COMMERCE AND WORKF	OKLAHOMA DEPARTMENT OF COMMERCE	900 NORTH STILES	OKLAHOMA CITY	OKLAHOMA	73104	Mail
COMMISSIONER	BLAYNE	ARTHUR	COMMISSIONER ARTHUR	COMMISSIONER OF AGRICULTURE	OKLAHOMA DEPARTMENT OF AGRICULTURE	P.O. BOX 54298	OKLAHOMA CITY	OKLAHOMA	73105-429	Mail
MR.	RYAN	WALTERS	SUPERINTENDENT WALTERS	STATE SUPERINTENDENT	STATE DEPARTMENT OF EDUCATION	2500 NORTH LINCOLN BLVD., RM. 121	OKLAHOMA CITY	OKLAHOMA	73105-459	Mail
MR.	J, SCOTT	PACE	MR. PACE		NATURAL RESOURCES CONSERVATION SERVICE	2100 SE WASHINGTON, SUITE E	IDABEL	OKLAHOMA	74745	Mail

Email Notification List										
Title	First Name	Last Name	Salutation	Job Title	Agency	Street	City	State	Zip	Mail
MR.	V. GENE	MCKOWN	MR. MCKOWN	AT-LARGE MEMBER	OKLAHOMA TRANSPORTATION COMMISSIONER					EMAIL - GMCKOWN@IDEAL-HOMES.COM
MS.	SUE E.	MASICA	MS. MASICA	REGIONAL DIRECTOR - INTERMOUNTAIN	NATIONAL PARK SERVICE					EMAIL - IMREXTREV@NPS.GOV
			TO WHOM IT MAY CONCERN	ENVIRONMENTAL REVIEW COORDINATO	DEQ CUSTOMER ASSISTANCE PROGRAM					EMAIL -ENVREVIEWS@DEQ.OK.GOV
MR.	JAMES	TIMBERLAKE	MR. TIMBERLAKE	DIRECTOR, STATE PARKS	OKLAHOMA TOURISM & RECREATION DEPARTMENT					EMAIL -EVE.ATKINSON@TRAVELOK.COM and RHONDA.MOORE@TRAVELOK.COM
THE HONORABLE	DIANE	JORDAN	MAYOR JORDAN	MAYOR OF HOCHATOWN	CITY OF HOCHATOWN					EMAIL - HOCHATOWNTRUST@GMAIL.COM
MR.	HOWARD	HAGGARD	MR. HAGGARD	TRUSTEE	CITY OF HOCHATOWN					EMAIL - HOCHATOWNTRUST@GMAIL.COM
MR.	TODD	MCDANIEL	MR. MCDANIEL	TRUSTEE	CITY OF HOCHATOWN					EMAIL - HOCHATOWNTRUST@GMAIL.COM
MR.	CHAD	SARGENT	MR. SARGENT	TRUSTEE	CITY OF HOCHATOWN					EMAIL - HOCHATOWNTRUST@GMAIL.COM
MS.	HELEN	HARDEN	MS. HARDEN	CLERK	CITY OF HOCHATOWN					EMAIL - HOCHATOWNTRUST@GMAIL.COM
MR.	CHARLES	WARD	MR. WARD	TREASURER	CITY OF HOCHATOWN					EMAIL - HOCHATOWNTRUST@GMAIL.COM
MR.	CHRIS	WHITE			PROJECT ADVISORY COMMITTEE					EMAIL -COUNTYHWY1@GMAIL.COM
MS.	VICKIE	PATTERSON			PROJECT ADVISORY COMMITTEE					EMAIL -CITYMGR@PINE-NET.COM
MS.	SHAUNA	WILLIAMS			PROJECT ADVISORY COMMITTEE					EMAIL - SLWILLIAMS@CHOCTAWNATION.COM
MR.	ARON	MAIB			PROJECT ADVISORY COMMITTEE					EMAIL -ARON.MAIB@TRAVELOK.COM
MR.	JEFF	GIBBS			PROJECT ADVISORY COMMITTEE					EMAIL - JEFF@DARYLTHOMASONTRUCKING.COM
MR.	CHAD	SARGENT			PROJECT ADVISORY COMMITTEE					EMAIL -ABENDIGOS@ICLOUD.COM
MR.	BRAD	ICE	MR. ICE	MANAGER OF FIELD OPERATIONS	OKLAHOMA CORPORATION COMMISSION					EMAIL - HTTP://WWW.OCCEWEB.COM/CONTACT%20LIST/OG.HTM

APPENDIX B
PUBLIC MEETING MATERIALS AND SIGN-IN SHEETS

OKLAHOMA Transportation

05/16/2023 5:30 PM

US-259 in McCurtain County/ JP 34333(04)

PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☑ Mr. ☐ Ms. ☐ Mrs. Jeff Gibbs	180 I10 Exit B.B	Hochatown Assembly of God
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Joan Isham	PO Box 441 Dierks, AR 71833	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☑ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Ryan Moy	P.O. Box 661 Kreb, OK 74554	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☑ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Rick Johnson		ODOT
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. SHAWN DAVIS		ODOT
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

OKLAHOMA Transportation

05/16/2023 5:30 PM
US-259 in McCurtain County/ JP 34333(04)

PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☐ Ms. ☑ Mrs. 2. Hochatown Petting Zoo Rescue Ctr Tammy	9177 U.S 259 N. Broken Bow, OKla	Hochatown Rescue Ctr
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Renee Ward, Cheries Ward	416 Lucian Sorrell BB, OK 74728	Grand Land Title
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Matt Ingles	221 Oxbow Lane BB, OK 74728	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs.		
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs.		
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

OKLAHOMA Transportation

05/16/2023 5:30 PM
US-259 in McCurtain County/ JP 34333(04)

PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☒ Ms. ☐ Mrs. Laramie Cochran Laramie_Cochran@lankford.senate.gov	[redacted] 401 S Boston Ave., Suite 2150 Tulsa, OK 74103 Cell: (580) 634-1143	Senator Lankford's office
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☒ Other ODOT invite	Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Jamey Wallis Jameyw@mchbok.com	50 Pinyon Road Broken Bow OK	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☑ Ms. ☐ Mrs. Rhonda Reed	221 Oxbow Lane Broken Bow, OK	Girls Gone Wine
How did you hear about this meeting? ☐ Letter ☑ Facebook/Twitter ☐ Postcard Flyer ☐ ODOT Website ☐ Word of Mouth ☐ Other	Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs.		
How did you hear about this meeting? ☐ Letter ☐ Facebook/Twitter ☐ Postcard Flyer ☐ ODOT Website ☐ Word of Mouth ☐ Other	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs.		
How did you hear about this meeting? ☐ Letter ☐ Facebook/Twitter ☐ Postcard Flyer ☐ ODOT Website ☐ Word of Mouth ☐ Other	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

OKLAHOMA Transportation

05/16/2023 5:30 PM
US-259 in McCurtain County/ JP 34333(04)

PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☒ Ms. ☐ Mrs. Candice Aerrell candiHarrell83@Gmail	82 Flycatcher Ln Ellett, OK 74764	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☑ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Jimmy N Williams Cowboywelder2@yahoo	PO Box 333 Smithville, OK 74957	Williams Construction
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☑ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☑ Male ☐ White ☐ Hispanic ☑ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☑ Ms. ☐ Mrs. Shauna Williams slwilliams@choctawnation.com	18 Cotolo Cir Durant, OK 74701	Choctaw Nation
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Danny Buchanan	PO box 1121 Antlers	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Brian Taylor	ODOT OKC	ODOT
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☑ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

OKLAHOMA Transportation

05/16/2023 5:30 PM
US-259 in McCurtain County/ JP 34333(04)

PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
[X] Mr. [ ] Ms. [X] Mrs. Ed Wagner Barbara Wagner	4208 S. 70th E. Ave Tulsa, OK 74145	Cabin Owner in Hochatown

How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other _____

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

[ ] Mr. [X] Ms. [ ] Mrs. Evelyn Warren	710 N. Central Ave Idabel Ok 74745	Local Realtor

How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [X] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other _____

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

[ ] Mr. [ ] Ms. [ ] Mrs. Jeannie Richardson Jeannie.england34@gmail(Kenny Richardson	505 S.E. Adams St Idabel, OK 74745	Stonie's Last Chance Liquor Hochatown Country Lodge

How did you hear about this meeting? [ ] Letter [X] Facebook/Twitter [ ] Postcard Flyer [ ] ODOT Website [ ] Word of Mouth [ ] Other _____

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

[X] Mr. [ ] Ms. [ ] Mrs. Randy Corley	1246 N. Memorial Rd. Broken Bow OK 74728	Pastor Hochatown A/G

How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other _____

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

[X] Mr. [ ] Ms. [X] Mrs. Jamie + Kimberly Davis	12206 N. U.S. Hwy 259 Broken Bow	The Maze of Hochatown Ch.i. Dippers Golf Club

How did you hear about this meeting? [ ] Letter [X] Facebook/Twitter [ ] Postcard Flyer [ ] ODOT Website [ ] Word of Mouth [ ] Other _____

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

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PUBLIC MEETING SIGN-IN SHEET

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☑ Mr. ☐ Ms. ☐ Mrs. Shane Collette [illegible]@gmail	463 Chinook Rd Hochatown, OK 580-649-4813	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. [illegible]	9983 N. Hwy 259 74728	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Dawson Bachman	1616 Pecan Dr Idabel, OK 74745	FirstBank
How did you hear about this meeting? ☐ Letter ☑ Postcard Flyer ☑ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Steve Olinkevich	143 Cedar Creek Circle Hochatown Broken Bow, OK 74728	
How did you hear about this meeting? ☑ Letter ☐ Postcard Flyer ☐ Word of Mouth ☑ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☑ Mrs. Scott Bowling Johnice Bowling	164 Greenling Rd Hochatown 580 212 9984 286-9984	Big Foot Speedway Big Foot Bass Guide
How did you hear about this meeting? ☑ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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PUBLIC MEETING SIGN-IN SHEET

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☑ Mr. ☐ Ms. ☐ Mrs. Bruce Short Assessor@mccook.com	108 N. Central Idabel OK. 74745	McCurtain Assessor
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. James Denison [illegible]@pinevalley.com	1248 Joe Hough Road Broken Bow	City of Broken Bow
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. DAVID SMITH	ANTLERS, OK	EST INC
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Raunel Ortiz	3522 Sam Rayburn Hwy Melissa TX - 75454	Esf inc
How did you hear about this meeting? ☑ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☑ Male ☐ White ☑ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. DENNIS JORDAN	618 DORY LANE - BB	OWNER
How did you hear about this meeting? ☐ Letter ☑ Postcard Flyer ☑ Word of Mouth ☑ Facebook/Twitter ☐ ODOT Website ☐ 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
[X] Mr. [ ] Ms. [ ] Mrs. Kurt Adams kurtadams4705@gmail	421 Pingam Rd. Broken Bow OK 74728	Hochatown Adventures RV
How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[✓] Mr. [ ] Ms. [ ] Mrs. Steve Ludwig sludwig@manhattenconstruction.com	10631 E. 74th St. Tulsa, OK 74133	Manhattan Construction Co.
How did you hear about this meeting? [✓] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [✓] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[ ] Mr. [ ] Ms. [X] Mrs. Carolyn Beckers HRC	9177 US 259 N. Broken Bow OK 74728	HRC
How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[ ] Mr. [ ] Ms. [ ] Mrs. Scotty + Brittany Littles Stevens Gap Rest	83 Red Elm Trl Broken Bow, OK 74728	Steven's Gap Restaurant
How did you hear about this meeting? [✓] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [✓] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[ ] Mr. [ ] Ms. [X] Mrs. Chandra Rickey Girls Gone Wine	1200 Rockhill Cemetery Rd BB OK 74728	Girls Gone Wine
How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [X] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [ ] Male [X] White [ ] Hispanic [ ] Native American [X] Female [ ] Asian [ ] Black [ ] Other	

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
[x] Mr. [ ] Ms. [ ] Mrs. Mike Lambert	2177 N US 259 B.B. OK	LBM Properties
How did you hear about this meeting? [x] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [x] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[ ] Mr. [ ] Ms. [x] Mrs. MaryGinnette Lambert	2177 N. US Hwy 259 BB OK	LBM properties
How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [x] ODOT Website [ ] Other	Gender/Race [Optional] [ ] Male [x] White [ ] Hispanic [ ] Native American [x] Female [ ] Asian [ ] Black [ ] Other	
[x] Mr. [ ] Ms. [x] Mrs. Kurt + Robin Adams	421 Pinyon, BBOK	
How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [x] Word of Mouth [x] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [x] Male [x] White [ ] Hispanic [x] Native American [x] Female [ ] Asian [ ] Black [ ] Other	
[ ] Mr. [x] Ms. [ ] Mrs. Lacey Pitman	918-370-9873 lacey_pitman@mullin.senate.gov	Senator Markwayne Mullin
How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[x] Mr. [ ] Ms. [ ] Mrs. R/C3 Chaney	154 spearfish RD rmcelhaney3@gmail.com	
How did you hear about this meeting? [ ] Letter [x] Facebook/Twitter [ ] Postcard Flyer [ ] ODOT Website [ ] Word of Mouth [ ] Other	Gender/Race [Optional] [x] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	

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PUBLIC MEETING SIGN-IN SHEET

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☒ Ms. ☐ Mrs. Dian Jordan dijordan@ymail.com	28 Albacore Ln. B.B. 74728	Self.
How did you hear about this meeting? ☐ Letter ☒ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☒ Ms. ☐ Mrs. Ray & Betty Perry	121 Stevens Gap Rd B.B. 74728 (Hochatown)	H.V.F.D. + Self
How did you hear about this meeting? ☐ Letter ☒ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Trent Hodge	12667 N US Hwy 259 Broken Bow OK, 74728	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☑ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☑ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☒ Mrs. HOWARD HAGGARD	161 TAHNEE LN BROKEN BOW, OK 74728	
How did you hear about this meeting? ☑ Letter ☑ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs.		
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☐ Ms. ☐ Mrs. Doug Werhane	28 Albacore Ln Hochatown, OK 74728	
How did you hear about this meeting? ☐ Letter ☒ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☑ Mrs. Keith and Patti Caffey	87 Spinner Trail Broken Bow OK 74728	
How did you hear about this meeting? ☐ Letter ☒ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☒ Ms. ☐ Mrs. Suzy Hodge	5180 N US Hwy 259 BB, OK 74728	
How did you hear about this meeting? ☒ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Marc Logazino	Po Box 45 DeQueen, AR 71832	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☑ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs.		
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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PUBLIC MEETING SIGN-IN SHEET

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☑ Ms. ☐ Mrs. Jaye Coleman jcoleman6161@gmail.com	59 Almond Ln. 580-212-6161 Hochatown, OK 74728	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. JOE DOWDY JDOWDY@MANHATTANCONSTRUCTION.COM	8040 N HWY 259 BB 74728	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Kevin Perry kevin@lostCreekproperties.com	P.O. Box 143 Pattonville, TX. 75468	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Clake Sam	PUR 135 Bokchito 74726	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Will Carper	68 Ebb Tide Rd BB 74728	Grateful Head Pizza
How did you hear about this meeting? ☑ Letter ☑ Postcard Flyer ☐ Word of Mouth ☑ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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PUBLIC MEETING SIGN-IN SHEET

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☐ Ms. ☑ Mrs. Linda King fishtaleslinda@icloud.com	17 Oak Leaf Lane - B.B. 580-224-1370	Fish Tales Winery & Bistro
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Brad Reesing	1702 SE MADISON Idabel, OK 74745	Beavers Bend Brewery
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☒ Word of Mouth ☒ Facebook/Twitter ☐ ODOT Website ☐ Other _____	Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Randy Woods	ODOT	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☒ Other _____	Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☒ Mrs. Leslie Novotny	ODOT	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☒ Other _____	Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. DAVID SAULSBERRY	ODOT	
How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☒ Other _____	Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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PUBLIC MEETING SIGN-IN SHEET

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☑ Ms. ☐ Mrs. Brenda Walters	916 White Perch Ln Broken Bow 405-740-[illegible]	Lakewood Luxury Cabins
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		

How did you hear about this meeting? ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____

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

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PUBLIC MEETING SIGN-IN SHEET

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
[X] Mr. [ ] Ms. [ ] Mrs. Conrad Young conradyoung@protonmail.com	312 Halibut Bay road 580 306 4186	Ouachita Contractors
How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [X] Other Sign on highway	Gender/Race [Optional] [X] Male [X] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[X] Mr. [ ] Ms. [ ] Mrs. Kelly Persinger artman_kp@yahoo.com		Pearlas by Persinger
How did you hear about this meeting? [X] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [X] Male [X] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[X] Mr. [ ] Ms. [ ] Mrs. Billy Burke		Landowner
How did you hear about this meeting? [X] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [X] Male [X] White [ ] Hispanic [ ] Native American [ ] Female [X] Asian [ ] Black [ ] Other	
[ ] Mr. [ ] Ms. [ ] Mrs.		
How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] Other	Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[ ] Mr. [ ] Ms. [ ] Mrs.		
How did you hear about this meeting? [ ] Letter [ ] Postcard Flyer [ ] Word of Mouth [ ] Facebook/Twitter [ ] ODOT Website [ ] 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. John H. Lrow johnerow1224@gmail.com	212 Bible Academy Rd Ringold OK 74754	Chapel of the Pines
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		
☐ Mr. ☐ Ms. ☐ Mrs.		

How did you hear about this meeting?
- ☐ Letter ☐ Postcard Flyer ☑ Word of Mouth
- ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____

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

How did you hear about this meeting?
- ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth
- ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____

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

How did you hear about this meeting?
- ☐ Letter ☐ Postcard Flyer ☐ Word of Mouth
- ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____

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- ☐ Male ☐ White ☐ Hispanic ☐ Native American
- ☐ Female ☐ Asian ☐ Black ☐ Other

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- ☐ Facebook/Twitter ☐ ODOT Website ☐ Other _____

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

NOTES

PLEASE PROVIDE YOUR COMMENTS BY MAY 31, 2023

For more information about the project:
(405) 325-3269 | environment@odot.org

PROJECT INFORMATION SUMMARY

- Design: 2023
- Construction Scheduled To Begin: 2024
- Currently Programmed Cost: $35 Million

*Schedule is contingent on funding and subject to change

DISTRICT 2 ENGINEER: ANTHONY ECHELLE, P.E.

*Totals DO NOT include Toll Roads

***Total Road Miles**
1,649.55

COUNTIES

Atoka, Bryan, Choctaw, Latimer, LeFlore, **McCurtain**, Marshall, Pittsburg, Pushmataha

**Totals DO NOT include County Bridges

****Total Bridges**
873

Public Meeting

Tuesday, May 16, 2023

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCurtain County; JP 34333(04)

Tuesday, May 16, 2023
Crystal Forest Venue
263 Crooked Oak Ln., Broken Bow, OK 74728
5:30 pm - 7:30 pm

AGENDA

5:30 pm - 6:00 pm	*Receive Handout*
6:00 pm - 6:30 pm	*Presentation*
6:30 pm - 7:30 pm	*Project Questions and Provide Comments*

PUBLIC MEETING PURPOSE

The purpose of the Public Meeting is to inform the community about the proposed US-259 project, the design alternatives, and to provide an opportunity to submit comments prior to the detailed design phase for the project.

CORRIDOR SIGNIFICANCE

This segment of US-259 is adjacent to properties owned by the U.S. Forest Service, Ouachita National Forest, Choctaw Nation of Oklahoma, as well as private retail and rental businesses. Beavers Bend State Park and Broken Bow Lake are also major tourist attractions to this quickly growing community. Traffic continually increases each year, which causes associated traffic congestion (quality of life and environmental concerns) and safety issues. ODOT completed a Reconnaissance Data Collection Report for this scenic corridor in 2021. Initial environmental reviews have been performed to assess the potential for impacts to natural and cultural resources, and additional environmental reviews will take place during project design. Furthermore, roadway and traffic safety improvements will be part of the design of the ultimate configuration.

www.odot.org/publicmeetings

Project Overview

The purpose of this US-259 project is to increase the safety and operation along the highway. The existing segment of US-259 consists primarily of 2-lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially, the future needs of an ever-changing region. ODOT will build and maintain the existing highway to better accommodate those needs while remaining sensitive to the goals of the local community.

In 2022, traffic intersection modifications were implemented to improve the safety and operation along the project area. With the current and upcoming growth in this area, the intent of this project is to improve the roadway to alleviate traffic congestion.

Design Alternatives

There are two design configurations being considered, which include a 3-lane configuration and a 5-lane configuration.

3-Lane Configuration
This design alternative consists of one driving lane in each direction with a center turn lane in the middle. The outside of the driving lanes will have shoulders in the rural sections and may have curb and gutter in the more urban sections.

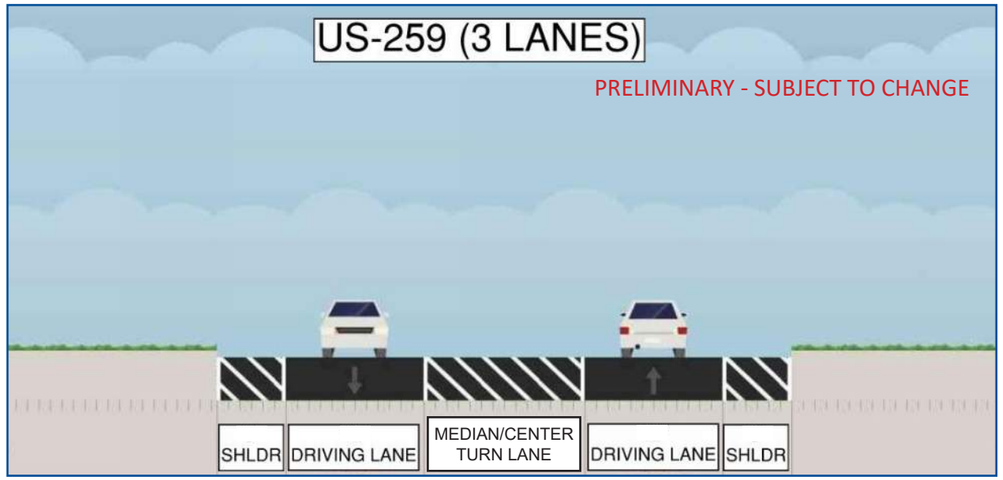
5-Lane Configuration
This design alternative consists of two driving lanes in each direction and possibly a center turn lane in the middle. The outside of the driving lanes will have shoulders in the rural sections and may have curb and gutter in the more urban sections.

Project Schedule

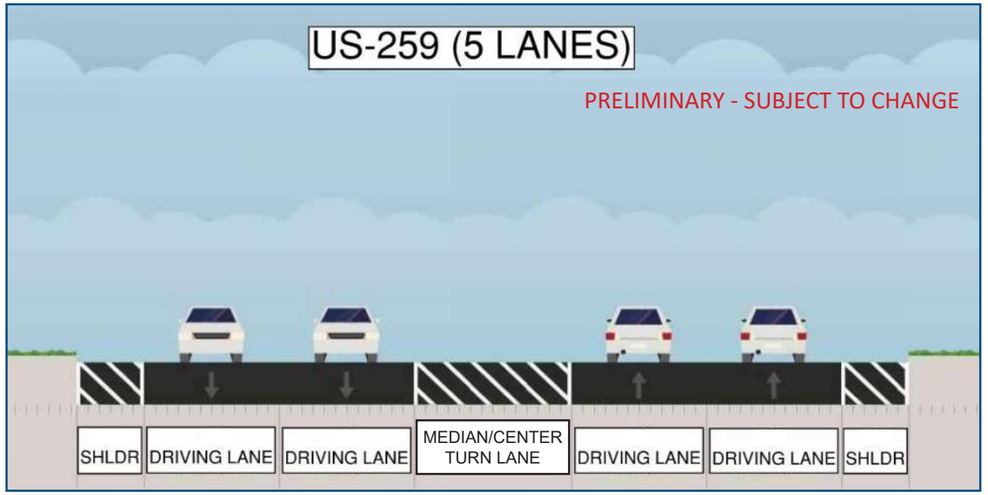
- *2022 Traffic Intersection Improvements*
- *2023 Project Design*
- *2024 Construction Scheduled To Begin*

*Schedule is contingent on funding and subject to change

TYPICAL SECTIONS



Typical 3-lane section



Typical 5-lane section

OKLAHOMA Transportation

OKLAHOMA Transportation

FREQUENTLY ASKED QUESTIONS (FAQ)

US-259 From 6.25 Miles North of SH-3 Junction Extending North 6 Miles

1. **Q:** Where is the proposed project located?
   A: *The proposed US-259 project is within the Hochatown area. A future US-259 project will extend improvements further south (from approximately SH-259A South to SH-3 Junction), which is scheduled to occur after the proposed project.*

2. **Q:** Why is the proposed project near Hochatown scheduled to occur before the future US-259 project?
   A: *The traffic congestion and need for improvements in the Hochatown area are more severe than the area further south, so ODOT has prioritized completing the proposed improvements near Hochatown.*

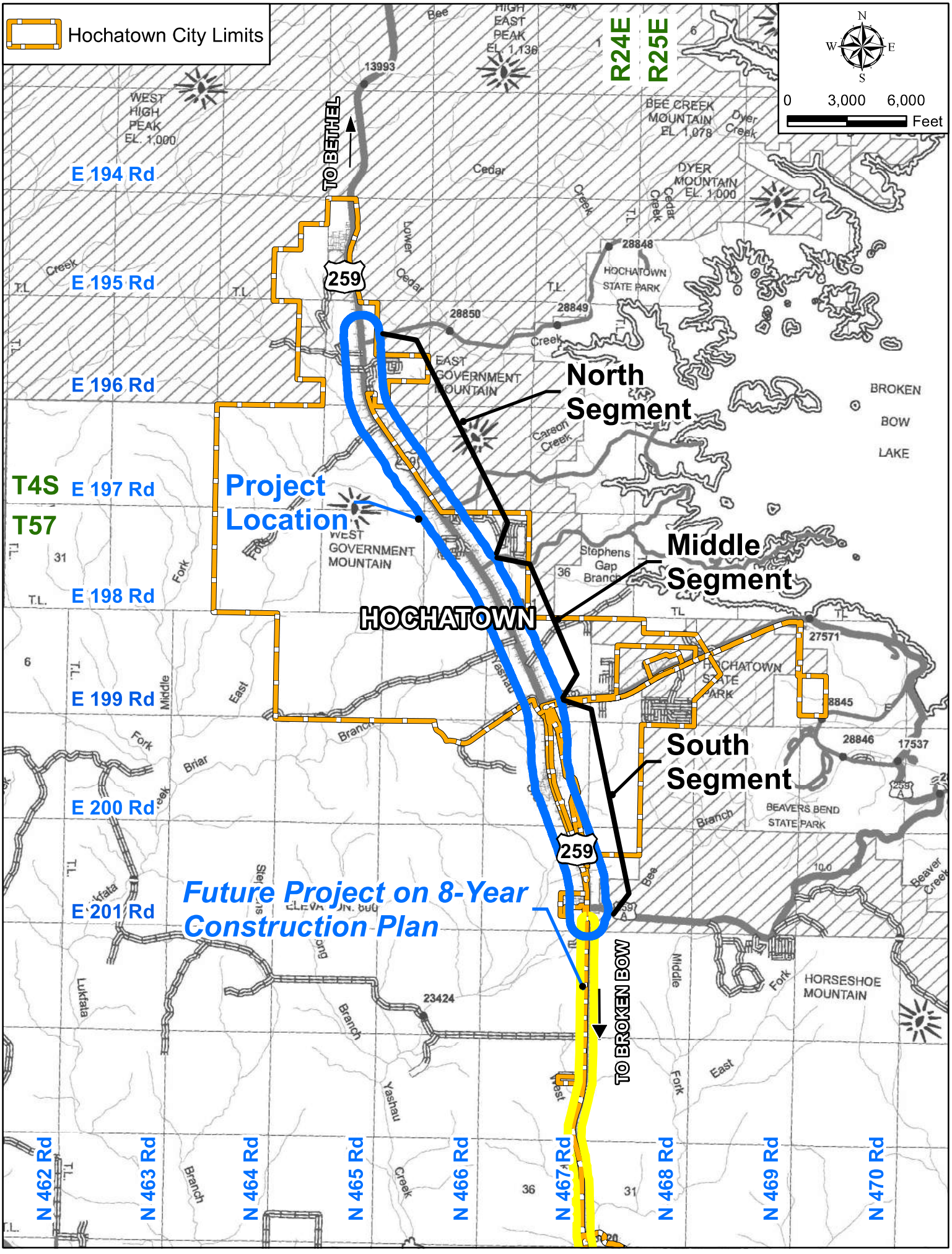
3. **Q:** Will both lane configurations being considered for the proposed project be compatible with the potential lane configuration of the future project?
   A: *The two different lane configurations being considered for this project (3-lane or 5-lane configurations) would both be compatible with potential configurations of the future project.*

4. **Q:** Will the proposed US-259 road improvements include new sidewalks/trails?
   A: *The community provided feedback wanting additional transportation options like sidewalks or trails. As such, ODOT is proposing to include sidewalks/trails for certain segments of this projec*t.

5. **Q:** Will the proposed road and sidewalk/trail improvements stay within ODOT right-of-way for both configurations?
   A: *The intention for either the 3-lane configuration or the 5-lane configuration is for the proposed roadway and sidewalk/trail improvements to stay within ODOT right-of-way. Detailed design is needed before confirming the outer limits of construction.*

6. **Q:** How will traffic be impacted during construction? Will the road be closed during construction?
   A: *Traffic along US-259 is proposed to be maintained during construction. Travelers may experience delays and congestion, but ODOT is committed to minimizing disruptions and providing a safe environment for drivers and workers.*

7. **Q:** When will the project begin and end?
   A: *Construction is scheduled to begin in 2024 and will take approximately two years to complete.*


Hochatown City Limits
R24E
R25E
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3,000
6,000
Feet
TO BETHEL
TO BROKEN BOW
259
E 194 Rd
E 195 Rd
E 196 Rd
E 197 Rd
E 198 Rd
E 199 Rd
E 200 Rd
E 201 Rd
T4S
T57
N 462 Rd
N 463 Rd
N 464 Rd
N 465 Rd
N 466 Rd
N 467 Rd
N 468 Rd
N 469 Rd
N 470 Rd
North Segment
Middle Segment
South Segment
Project Location
HOCHATOWN
Future Project on 8-Year Construction Plan
WEST HIGH PEAK EL. 1,000
HIGH EAST PEAK EL. 1,130
BEE CREEK MOUNTAIN EL. 1,078
DYER MOUNTAIN EL. 1,000
EAST GOVERNMENT MOUNTAIN
WEST GOVERNMENT MOUNTAIN
HOCHATOWN STATE PARK
BEAVERS BEND STATE PARK
HORSESHOE MOUNTAIN
BROKEN BOW LAKE
Lower Cedar Creek
Cedar Creek
Carson Creek
Stephens Gap Branch
Yashau Branch
Middle Fork Briar Creek
East Fork Briar Creek
Middle Fork Bee Creek
East Fork Bee Creek
Beaver Creek
13993
28848
28849
28850
27571
28845
28846
17537
23424

OKLAHOMA Transportation

Contract Identification No. 2342
Preparation of Construction Plans
(Grade, Drain, Bridge and Surface)

McCurtain County

FREESE AND NICHOLS

AGENDA

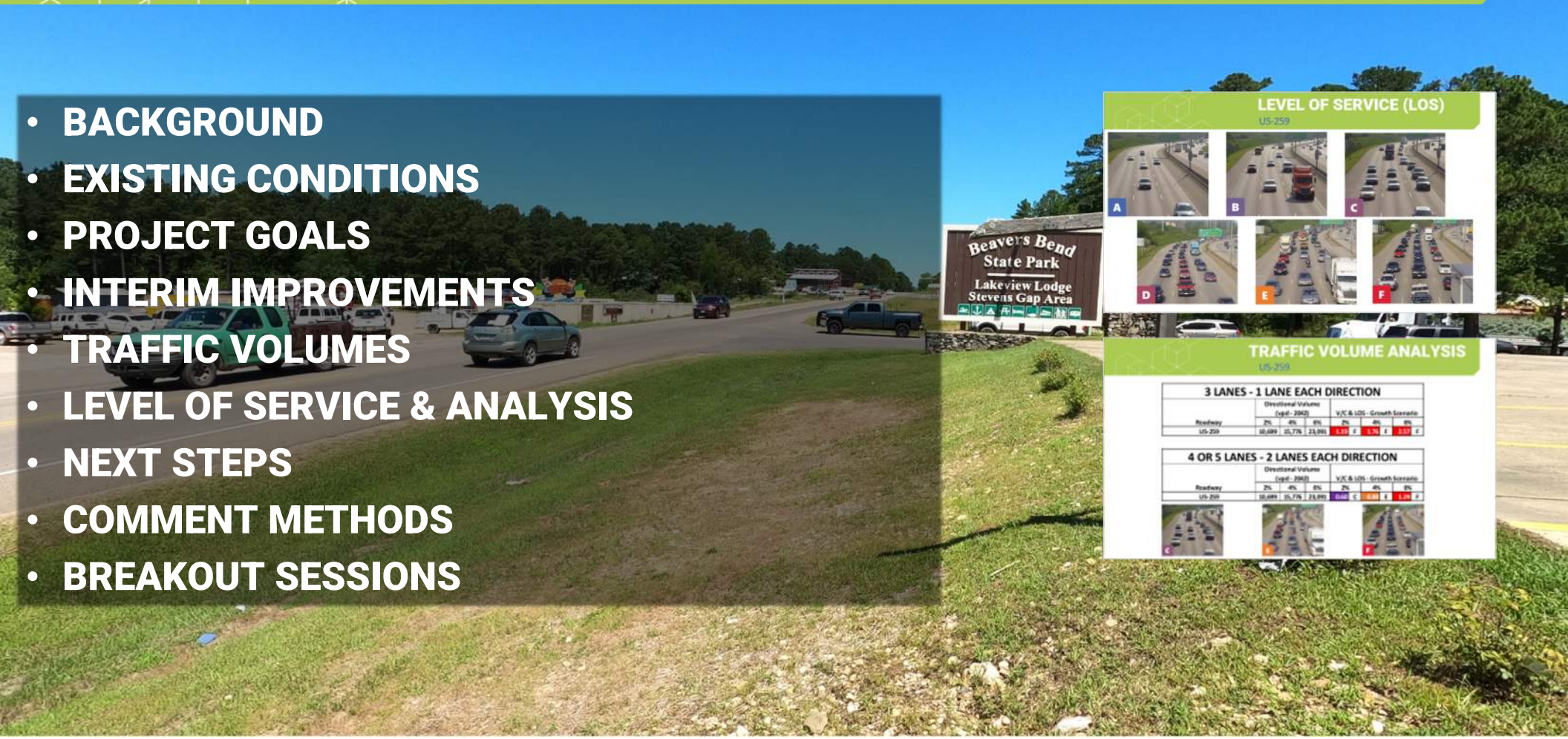
US-259

- PREVIOUS MEETING RECAP – 10/27/22
- CORRIDOR OVERVIEW
- PROJECT LIMITS & GOALS
- ADDITIONAL TRAFFIC VOLUMES
- EVALUATIONS & DEVELOPMENT SCENARIO
- MODEL RESULTS - VIDEO
- NEXT STEPS
- COMMENT METHODS
- BREAKOUT SESSIONS

PREVIOUS MEETING RECAP

US-259

- BACKGROUND
- EXISTING CONDITIONS
- PROJECT GOALS
- INTERIM IMPROVEMENTS
- TRAFFIC VOLUMES
- LEVEL OF SERVICE & ANALYSIS
- NEXT STEPS
- COMMENT METHODS
- BREAKOUT SESSIONS



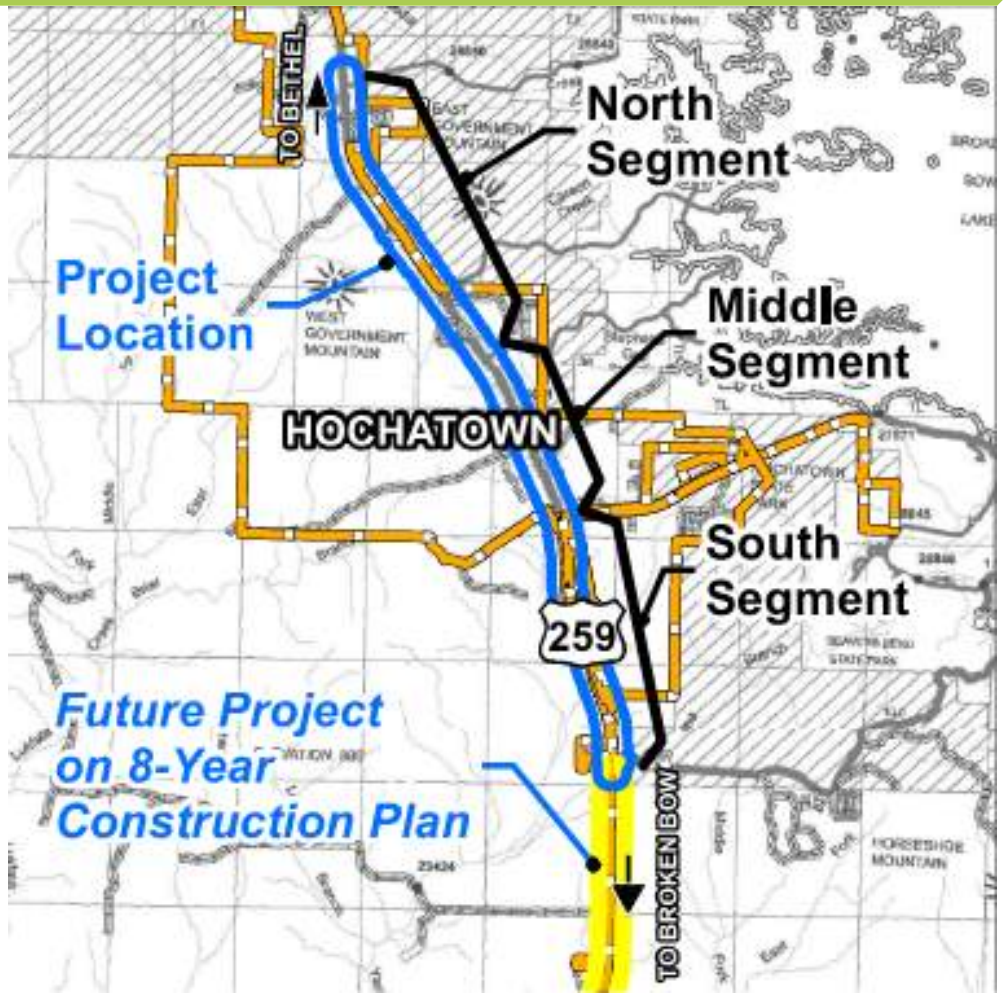
CORRIDOR OVERVIEW

US-259

2 SEGMENTS

- **BROKEN BOW, NORTH 6 MILES TO SH-259A-S**
- **SH-259A-S, NORTH 6 MILES TO GOLF COURSE RD**

BOTH PROGRAMMED – THIS MEETING IS ON THE NORTH

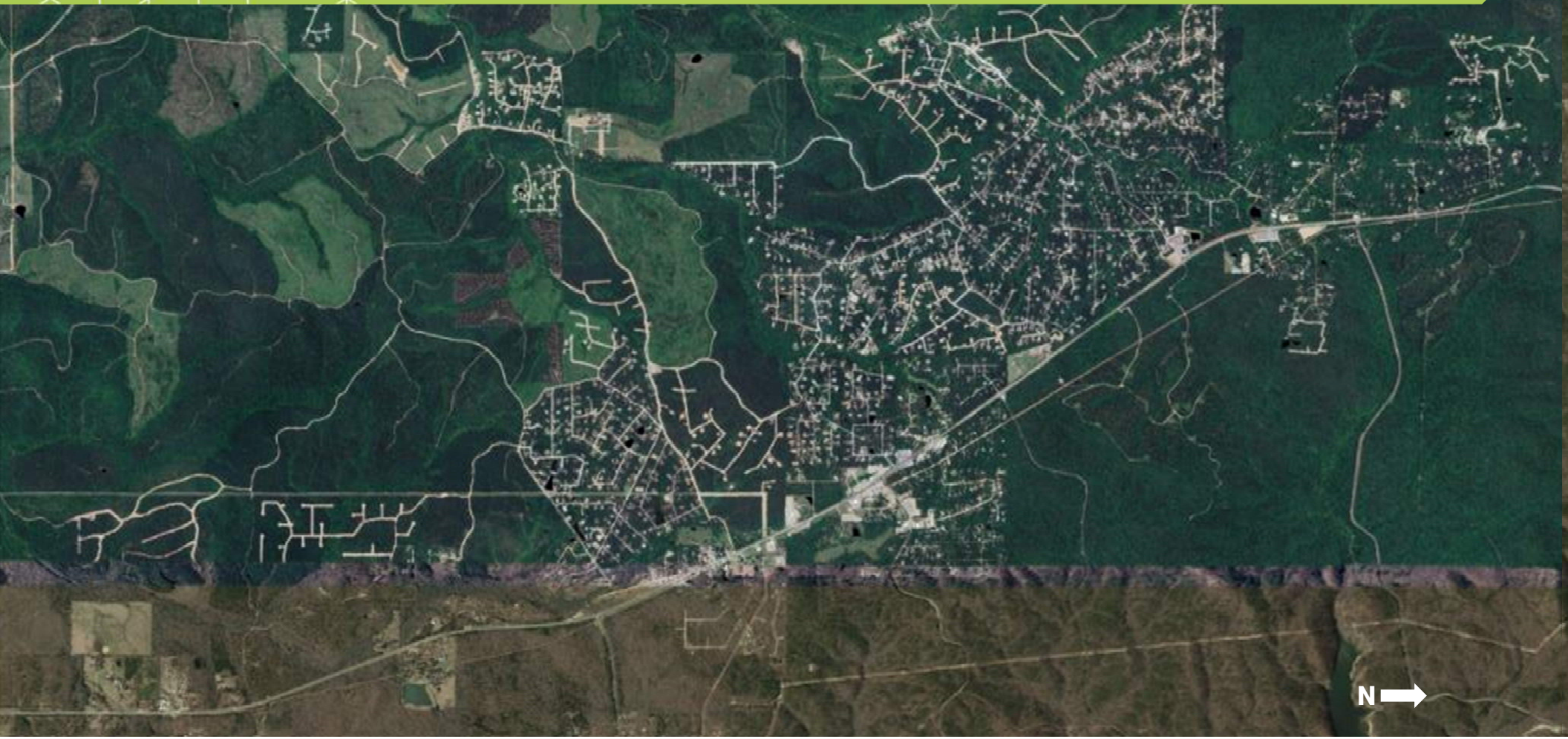


PROJECT LIMITS & GOALS

US-259

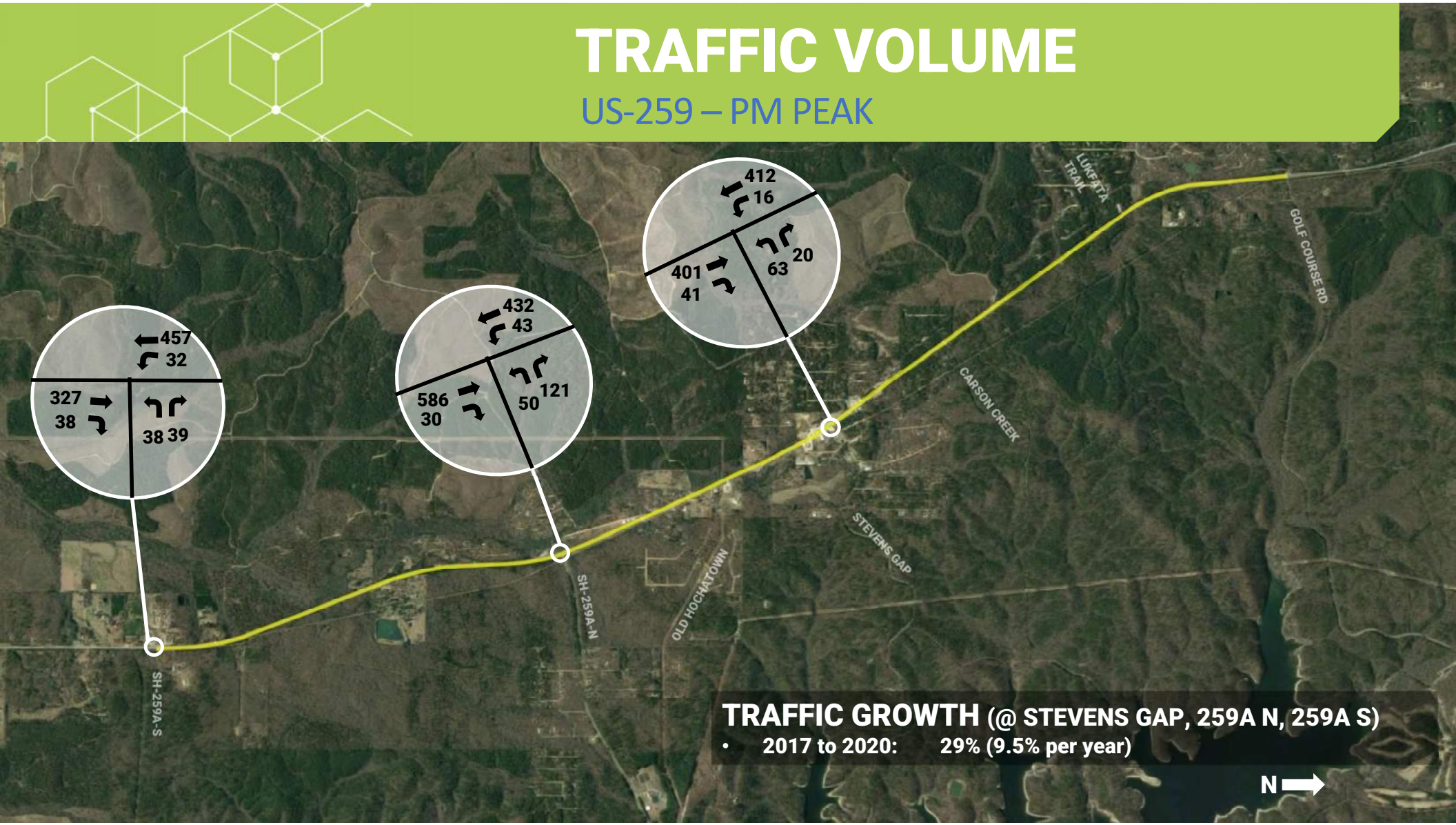
TRAFFIC VOLUME

US-259 – AREA GROWTH – 2018 TO 2023



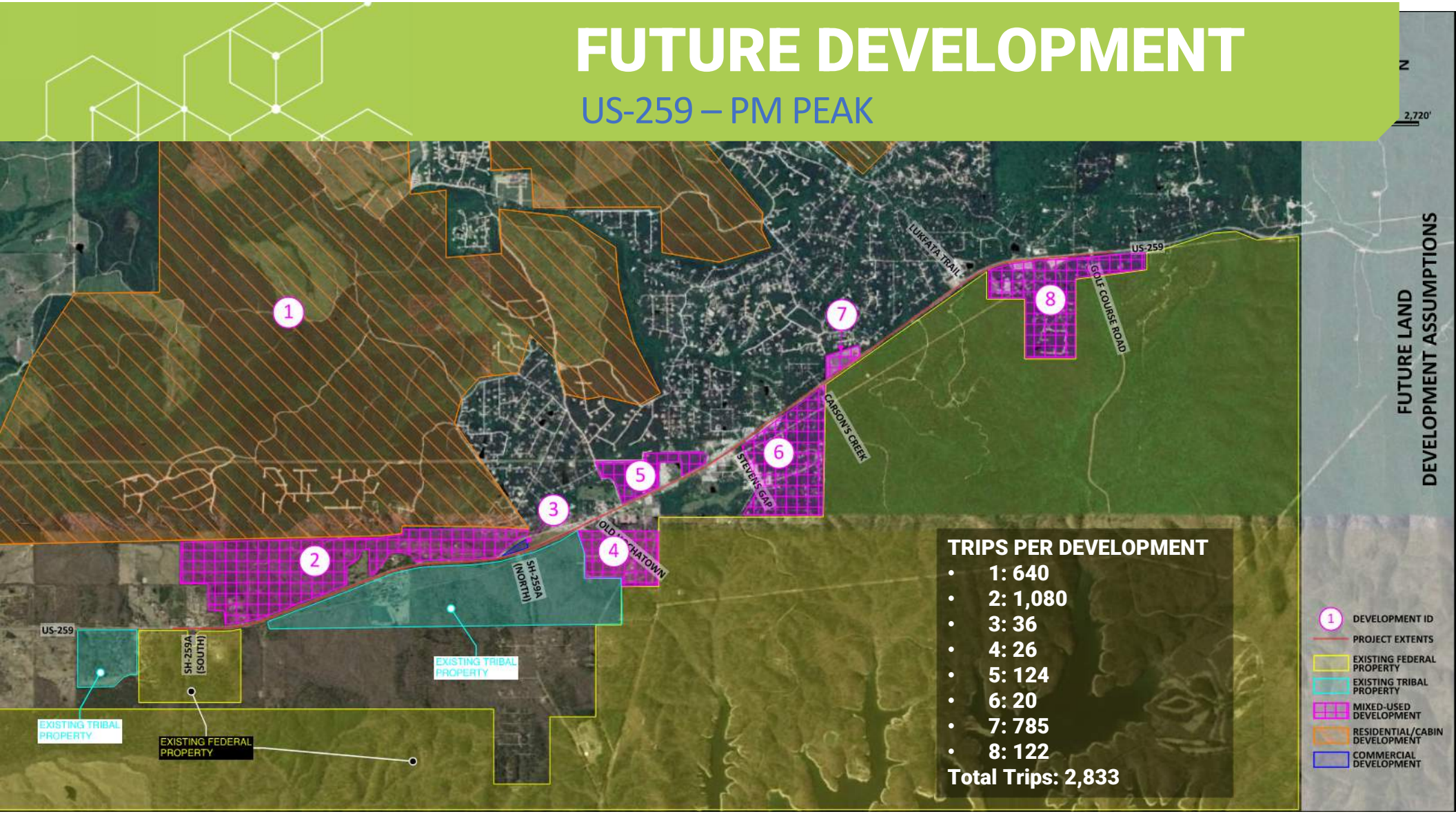
TRAFFIC VOLUME

US-259 – PM PEAK



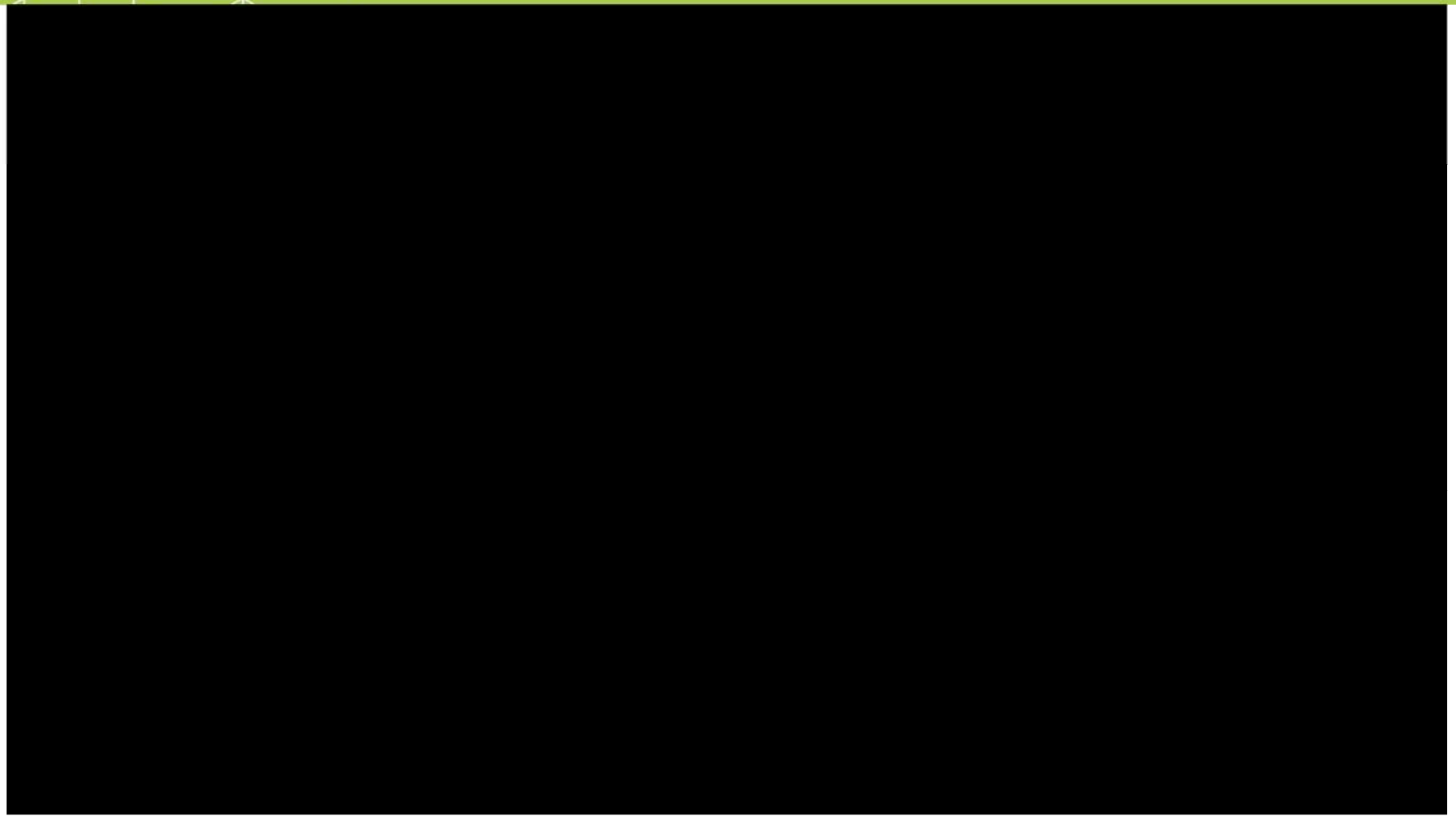
FUTURE DEVELOPMENT

US-259 – PM PEAK



MODEL RESULTS

US-259 – EXISTING CONDITIONS



MODEL RESULTS

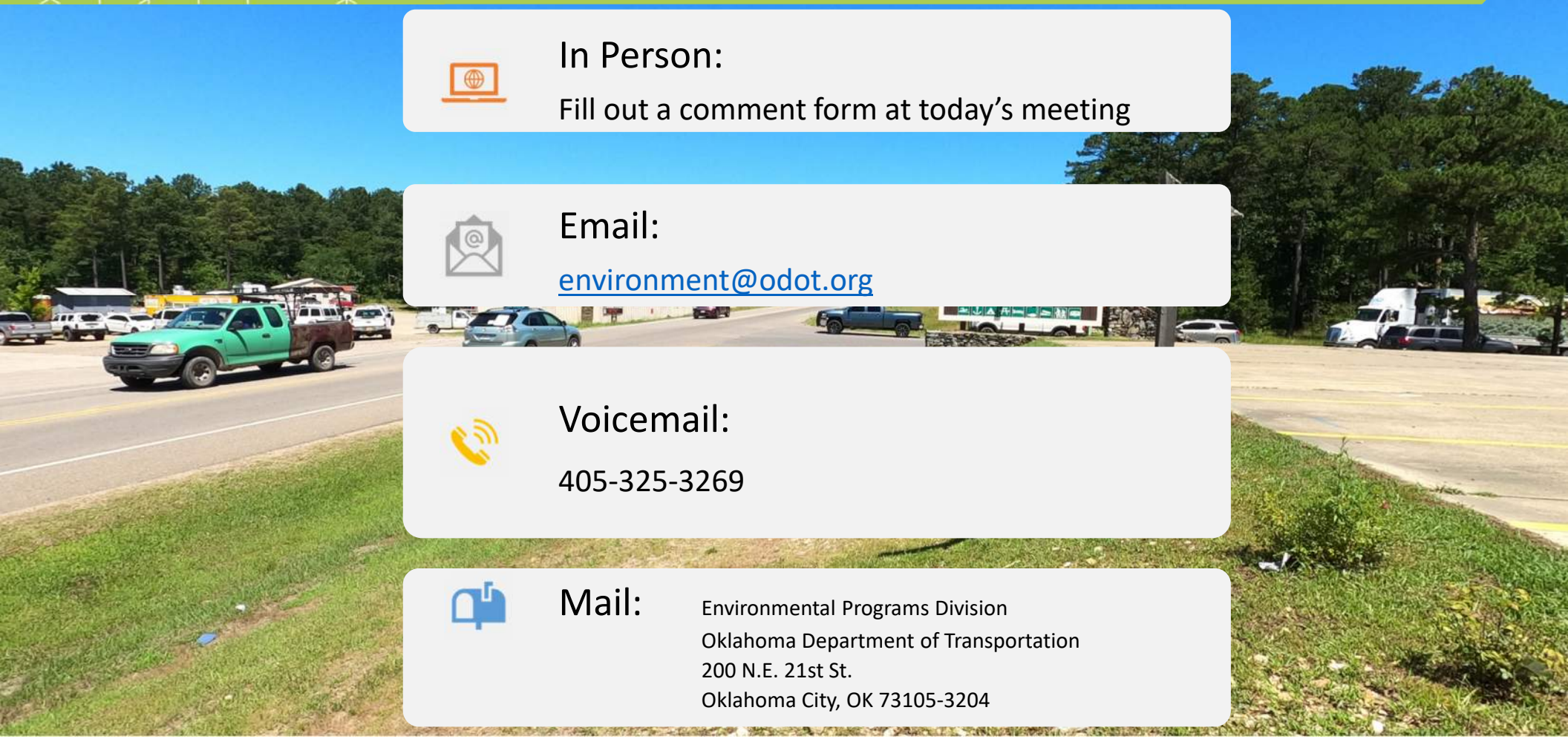
US-259 – 2043 PM PEAK

NEXT STEPS

US-259

COMMENT METHODS

US-259



In Person:

Fill out a comment form at today's meeting

Email:

environment@odot.org

Voicemail:

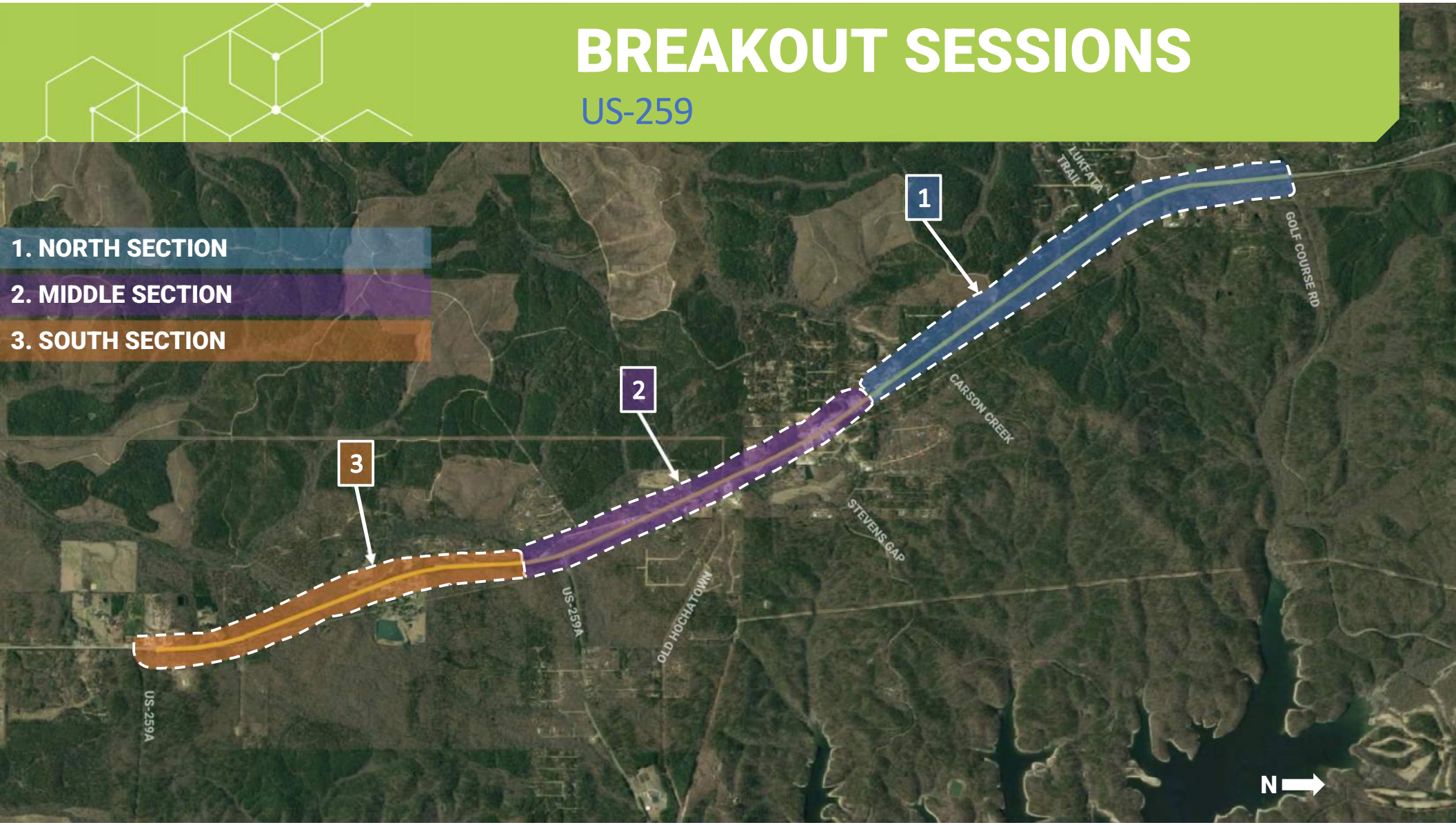
405-325-3269

Mail:

Environmental Programs Division
Oklahoma Department of Transportation
200 N.E. 21st St.
Oklahoma City, OK 73105-3204

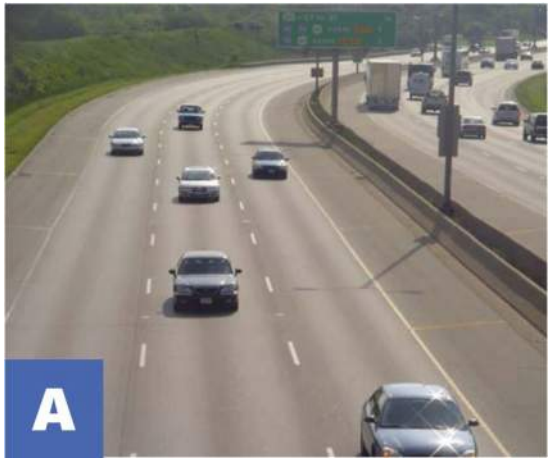
BREAKOUT SESSIONS

US-259



LEVEL OF SERVICE (LOS)

US-259



TRAFFIC VOLUME ANALYSIS

US-259

3 LANES - 1 LANE EACH DIRECTION									
	Directional Volume (vpd - 2042)			V/C & LOS - Growth Scenario					
Roadway	2%	4%	6%	2%		4%		6%	
US-259	10,699	15,776	23,091	1.19	F	1.76	F	2.57	F

4 OR 5 LANES - 2 LANES EACH DIRECTION									
	Directional Volume (vpd - 2042)			V/C & LOS - Growth Scenario					
Roadway	2%	4%	6%	2%		4%		6%	
US-259	10,699	15,776	23,091	0.60	C	0.88	E	1.29	F

OKLAHOMA Transportation

SURVEY FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

US-259 from 6.25 Miles North of SH-3 Junction Extending North 6 Miles
JP34333(04)

McCurtain County, OK **05/16/2023**

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 be aware that comments received are subject to public disclosure under the Oklahoma Public Information Act.

PLEASE SUBMIT YOUR COMMENTS BY: 05/31/2023
*personal information is optional and will be kept confidential

Name (optional):	*Business/Organization (optional):*		
Address (optional):	*City (optional):*	*State (optional):*	*Zip (optional):*
Phone Number (optional):	*Email Address (optional):*		

How did you hear about the meeting? (Select all that apply - optional)
- ☐ *a. Flyer/Letter in the Mail*
- ☐ *b. Facebook/Twitter*
- ☐ *c. Newspaper*
- ☐ *d. TV*
- ☐ *e. Radio*
- ☐ *f. Word of Mouth*
- ☐ *g. ODOT Website*
- ☐ *h. Other (please specify)*

Ethnicity? (Select all that apply - optional)
- ☐ *a. White*
- ☐ *b. Asian*
- ☐ *c. Hispanic*
- ☐ *d. Black*
- ☐ *e. Native American*
- ☐ *f. Rather not say*
- ☐ *g. Other (please specify)*

Gender? (optional)
- ☐ *a. Male*
- ☐ *b. Female*
- ☐ *c. Rather not say*
- ☐ *d. Other (please specify)*

SURVEY QUESTIONS

1. For the South Segment (from SH-259A South to SH-259A North), would you prefer a 3-lane or a 5-lane configuration?
   - ☐ a. 3-lane
   - ☐ b. 5-lane

2. For the Middle Segment (from SH-259A North to just north of Stevens Gap Rd), would you prefer a 3-lane or a 5-lane configuration?
   - ☐ a. 3-lane
   - ☐ b. 5-lane

3. For the North Segment (from just north of Stevens Gap Rd to Golf Course Rd), would you prefer a 3-lane or a 5-lane configuration?
   - ☐ a. 3-lane
   - ☐ b. 5-lane

4. How often do you travel on US-259?
- ☐ a. Daily
- ☐ b. Weekly
- ☐ c. Monthly
- ☐ d. Yearly

5. What is the typical purpose of your travel on US-259?
- ☐ a. Business
- ☐ b. Non-business
- ☐ c. Both business and non-business

6. Have you experienced traffic congestion on US-259? Is so, how often?
- ☐ a. No
- ☐ b. Yes, Daily
- ☐ c. Yes, Weekly
- ☐ d. Yes, Monthly
- ☐ e. Yes, Yearly

7. How important is it to you that the US-259 project remains sensitive to the goals of the local community?
- ☐ a. Very important
- ☐ b. Somewhat important
- ☐ c. Not important

COMMENT BELOW (attach additional sheets if needed)

"I have the following comment(s) or question(s) about the proposed project to improve US-259 from 6.25 Mi. No. of SH-3 Junction Ext. N. 6.0 Mi."

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

WELCOME

PUBLIC MEETING

Share your comments by Wednesday, May 31, 2023.

OKLAHOMA Transportation

US-259 Project • McCurtain County, OK • J/P: 34333(04)

Submit Feedback

HOW TO COMMENT

To be documented and considered as part of the US-259 project Public Meeting, provide your comments using any methods below by **Wednesday, May 31, 2023.**

IN PERSON

Fill out a survey form

ONLINE

Go to **www.odot.org/PublicMeetings**

or

Scan QR code

Then select "US-259 Hochatown" and follow the links to take the survey

VOICEMAIL

Leave a voicemail at 405.325.3269

EMAIL

environment@odot.org

MAIL

Environmental Programs Division
Oklahoma Department of Transportation 200 N.E. 21st St.
Oklahoma City, OK 73105

APPENDIX C
PUBLIC MEETING WEBSITE MATERIALS

OKLAHOMA Transportation

McCurtain County; JP 34333(04)

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

Project Overview | Project Visualization | Design Alternatives | Public Meeting Recap | Frequent Questions | Submit Comments/ Survey

US-259 Hochatown Project Overview

The purpose of this US-259 project is to increase the safety and operation along the highway. The existing segment of US-259 consists primarily of 2-lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially, the future needs of an ever-changing region. ODOT will build and maintain the existing highway to better accommodate those needs while remaining sensitive to the goals of the local community.
In 2022, traffic intersection modifications were implemented to improve the safety and operation along the project area. With the current and upcoming growth in this area, the intent of this project is to improve the roadway to alleviate traffic congestion.

Project Schedule

- 2022 Traffic Intersection Improvements
  This project phase has been completed in the timeline.
- Current Phase
  2023 Project Design
  During this project phase ODOT is exploring design alternatives and seeking public input.
- 2024 Construction Scheduled to Begin
  *Schedule is contingent on funding and subject to change

Current Programmed Cost: $35,000,000

CORRIDOR SIGNIFICANCE

This segment of US-259 is adjacent to properties owned by the U.S. Forest Service, Ouachita National Forest, Choctaw Nation of Oklahoma, as well as private retail and rental businesses. Beavers Bend State Park and Broken Bow Lake are also major tourist attractions to this quickly growing community. Traffic continually increases each year, which causes associated traffic congestion (quality of life and environmental concerns) and safety issues. ODOT completed a Reconnaissance Data Collection Report for this scenic corridor in 2021. Initial environmental reviews have been performed to assess the potential for impacts to natural and cultural resources, and additional environmental reviews will take place during project design. Furthermore, roadway and traffic safety improvements will be part of the design of the ultimate configuration.

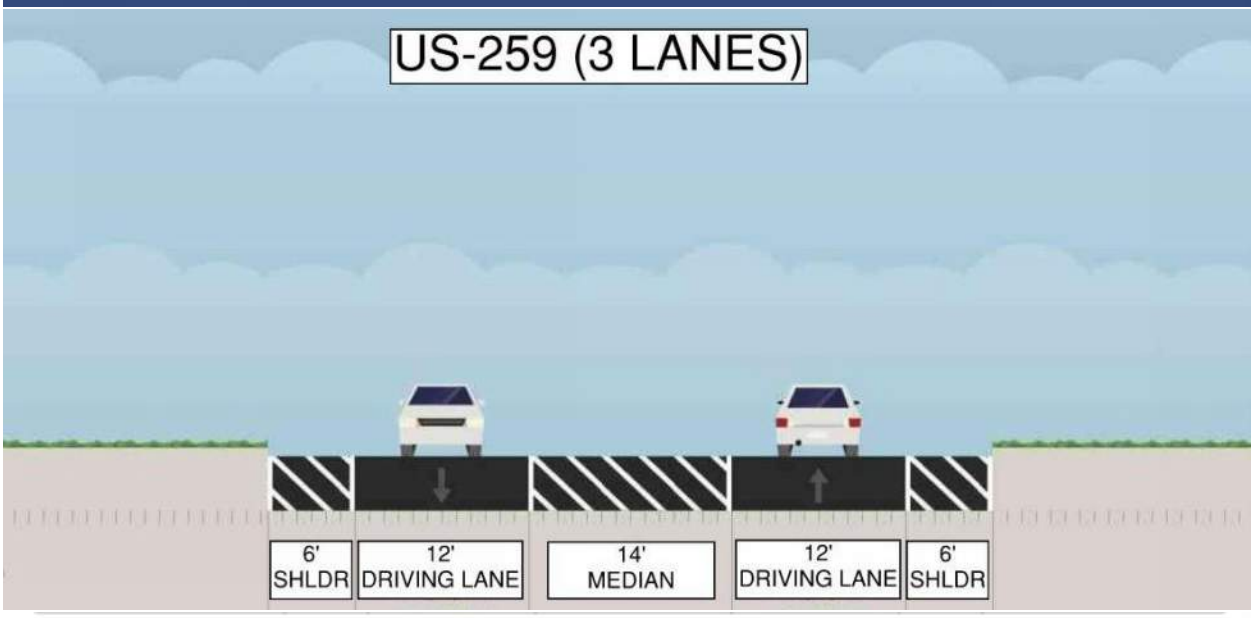
Project Visualization

2023 Hochatown Traffic Model

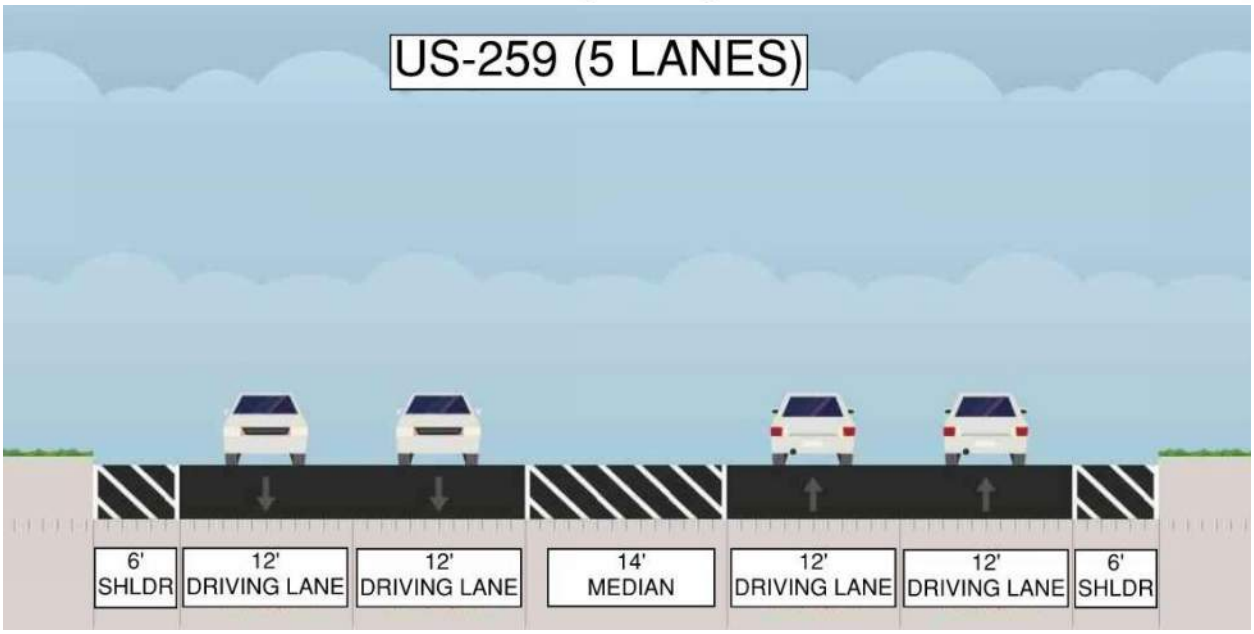
2023 HOCHATOWN TRAFFIC MODELING
US-259 AND SH-259A SOUTH INTERSECTION

2043 Hochatown Traffic Model

US-259 Hochatown Design Alternatives



3-Lane Configuration - This design alternative consists of one driving lane in each direction with a center turn lane in the middle. The outside of the driving lanes will have shoulders in the rural sections and may have curb and gutter in the more urban sections.



5-Lane Configuration - This design alternative consists of two driving lanes in each direction and possibly a center turn lane in the middle. The outside of the driving lanes will have shoulders in the rural sections and may have curb and gutter in the more urban sections.

Documents

Conceptual Layout: 3-Lane Configuration View & Download

Conceptual Layout: 5-Lane Configuration View & Download

Public Meeting Presentation

ODOT hosted an in-person Public Meeting on Tuesday, May 16, 2023, at the Crystal Forest Venue from 5:30 p.m. until 7:30 p.m. at 263 Crooked Oaks Ln. Broken Bow, OK 74728. A presentation about the project was scheduled from 6:00 p.m. to 6:30 p.m. After the presentation, there were opportunities to ask ODOT and the design team questions and to provide feedback. The purpose of the Public Meeting was to engage the community about the design alternatives for the proposed US-259 project. This was the public's opportunity to provide feedback that will assist ODOT in selecting the preferred alternative. The public comment period will be between May 16 and May 31, 2023.

Meeting Materials

Project Handout View & Download

US-259 Hochatown Frequent Questions

Frequently Asked Questions

Where is the proposed project located?

The proposed US-259 project is within the Hochatown area. A future US-259 project will extend improvements further south (from approximately SH-259A South to SH-3 Junction), which is scheduled to occur after the proposed project.

Why is the proposed project near Hochatown scheduled to occur before the future US-259 project?

The traffic congestion and need for improvements in the Hochatown area are more severe than the area further south, so ODOT has prioritized completing the proposed improvements near Hochatown.

Will both lane configurations being considered for the proposed project be compatible with the potential lane configuration of the future project?

The two different lane configurations being considered for this project (3-lane or 5-lane configurations) would both be compatible with potential configurations of the future project.

Will the proposed US-259 road improvements include new sidewalks/trails?

The community provided feedback wanting additional transportation options like sidewalks or trails. As such, ODOT is proposing to include sidewalks/trails for certain segments of this project.

Will the proposed road and sidewalk/trail improvements stay within ODOT right-of-way for both configurations?

The intention for either the 3-lane configuration or the 5-lane configuration is for the proposed roadway and sidewalk/trail improvements to stay within ODOT right-of-way. Detailed design is needed before confirming the outer limits of construction.

How will traffic be impacted during construction? Will the road be closed during construction?

Traffic along US-259 is proposed to be maintained during construction. Travelers may experience delays and congestion, but ODOT is committed to minimizing disruptions and providing a safe environment for drivers and workers.

How will parking be impacted within the project corridor?

The intent of the proposed project is to remain within existing ODOT right-of-way. However, currently there are parking spaces within existing ODOT right-of-way that will likely be impacted by both the 3-lane and 5-lane options.

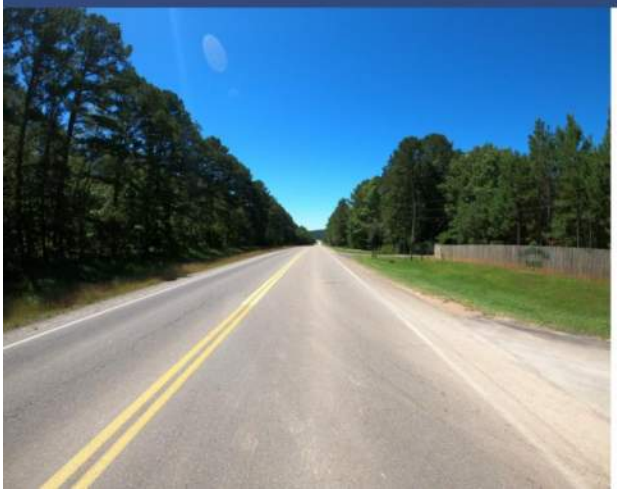
When will the project begin and end?

Construction is scheduled to begin in 2024 and will take approximately two years to complete.

Submit Comments/Survey

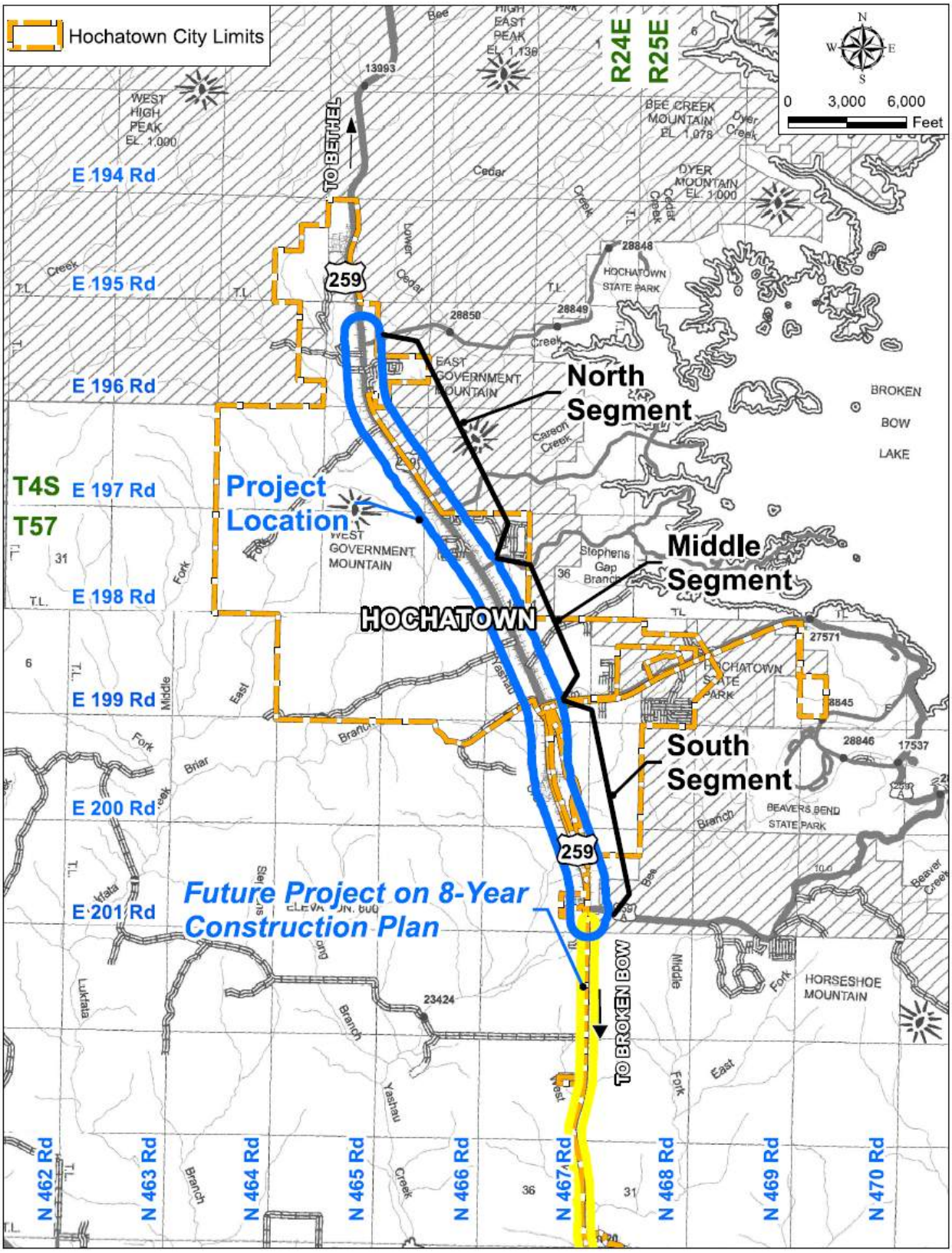
Welcome to the "Submit Comments/Survey" page. Here you will find a survey for input on design alternatives and ways that you may contact us further should you have questions.

Get Involved!



US-259 Hochatown Survey

Take Survey: Use the design materials provided for reference


Hochatown City Limits
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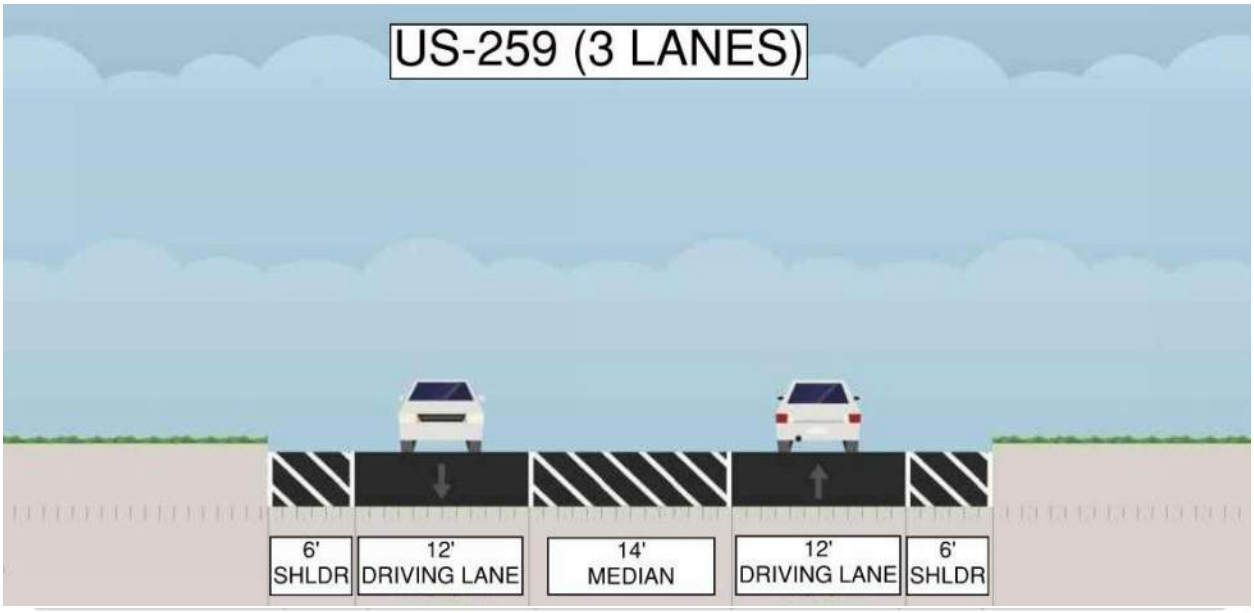
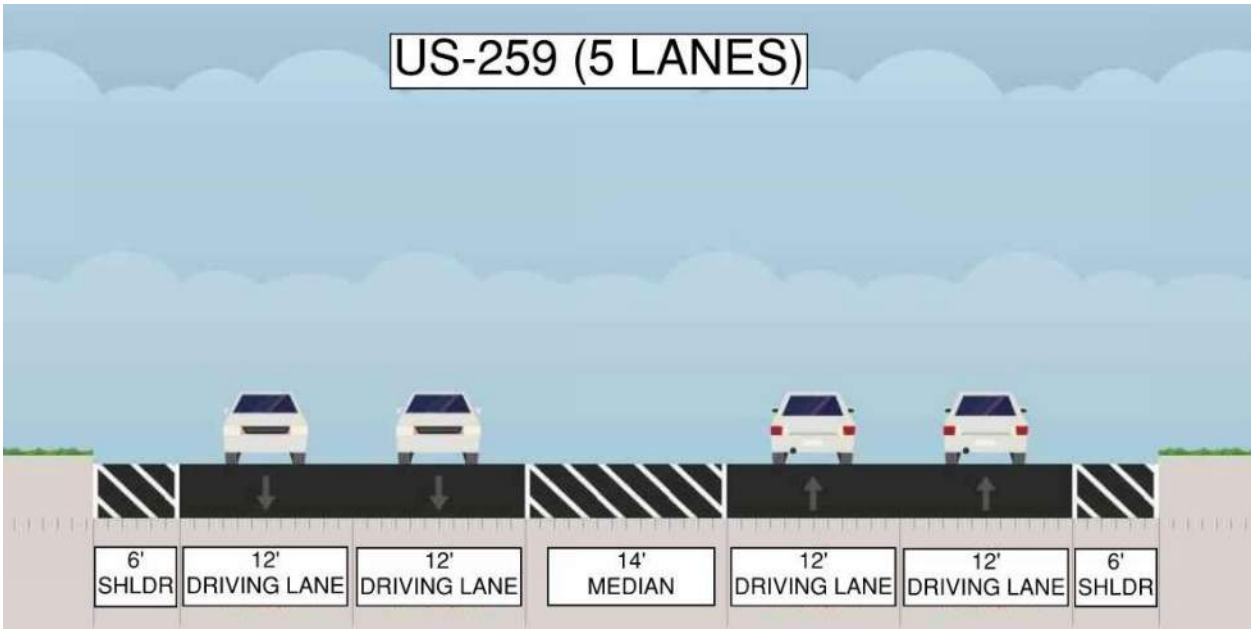
Feet
TO BETHEL
259
E 194 Rd
E 195 Rd
E 196 Rd
T4S
E 197 Rd
T57
E 198 Rd
E 199 Rd
E 200 Rd
E 201 Rd
North Segment
Middle Segment
South Segment
Project Location
HOCHATOWN
Future Project on 8-Year Construction Plan
TO BROKEN BOW
BROKEN BOW LAKE
HOCHATOWN STATE PARK
BEAVERS BEND STATE PARK
HORSESHOE MOUNTAIN
BEE CREEK MOUNTAIN EL. 1,078
DYER MOUNTAIN EL. 1,000
WEST HIGH PEAK EL. 1,000
HIGH EAST PEAK EL. 1,130
EAST GOVERNMENT MOUNTAIN
WEST GOVERNMENT MOUNTAIN
N 462 Rd
N 463 Rd
N 464 Rd
N 465 Rd
N 466 Rd
N 467 Rd
N 468 Rd
N 469 Rd
N 470 Rd



3-Lane Configuration - This design alternative consists of one driving lane in each direction with a center turn lane in the middle. The outside of the driving lanes will have shoulders in the rural sections and may have curb and gutter in the more urban sections.



5-Lane Configuration - This design alternative consists of two driving lanes in each direction and possibly a center turn lane in the middle. The outside of the driving lanes will have shoulders in the rural sections and may have curb and gutter in the more urban sections.

Other ways to comment:

Public Comment Period: May 16, 2023 through May 31, 2023

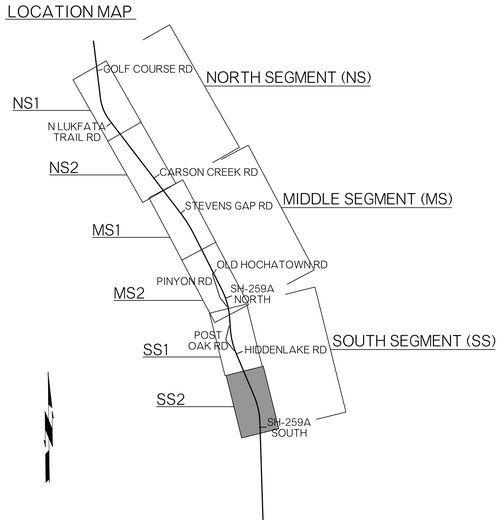
Phone/Leave a Voicemail: 405-325-3269

Email: environment@odot.org

Mail: Environmental Programs Division. Oklahoma Department of Transportation 200 N.E. 21st St. Oklahoma City, OK, 73105

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET SS2

LOCATION MAP



HOCHATOWN LODGE

HOCHATOWN AMUSEMENTS

FISHTALES WINERY & VINEYARD

OUACHITA NATIONAL FOREST VISITORS CENTER

SH-259A (SOUTH)

330+00 335+00 340+00 345+00 350+00 355+00 360+00 365+00 370+00 375+00

EXISTING ROW

0 100 250
FEET

LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

* SUBJECT TO CHANGE DURING DESIGN.

OKLAHOMA Transportation

FREESE AND NICHOLS

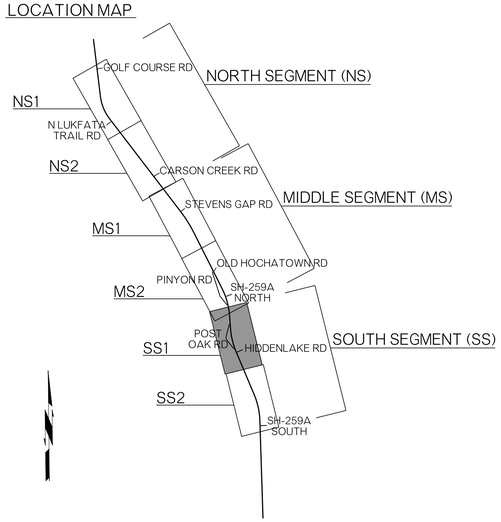
CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET SS1

380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00
420+00
425+00

POST OAK RD
HIDDENLAKE RD
WHITEPINE RD
EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW

(FUTURE)
CHOCTAW CASINO

LOCATION MAP



0 100 250
FEET

OKLAHOMA Transportation

FREESE AND NICHOLS

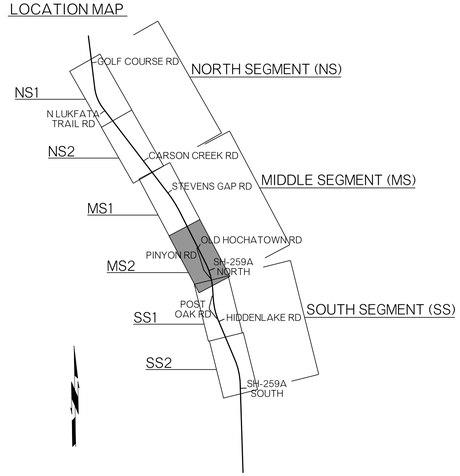
LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

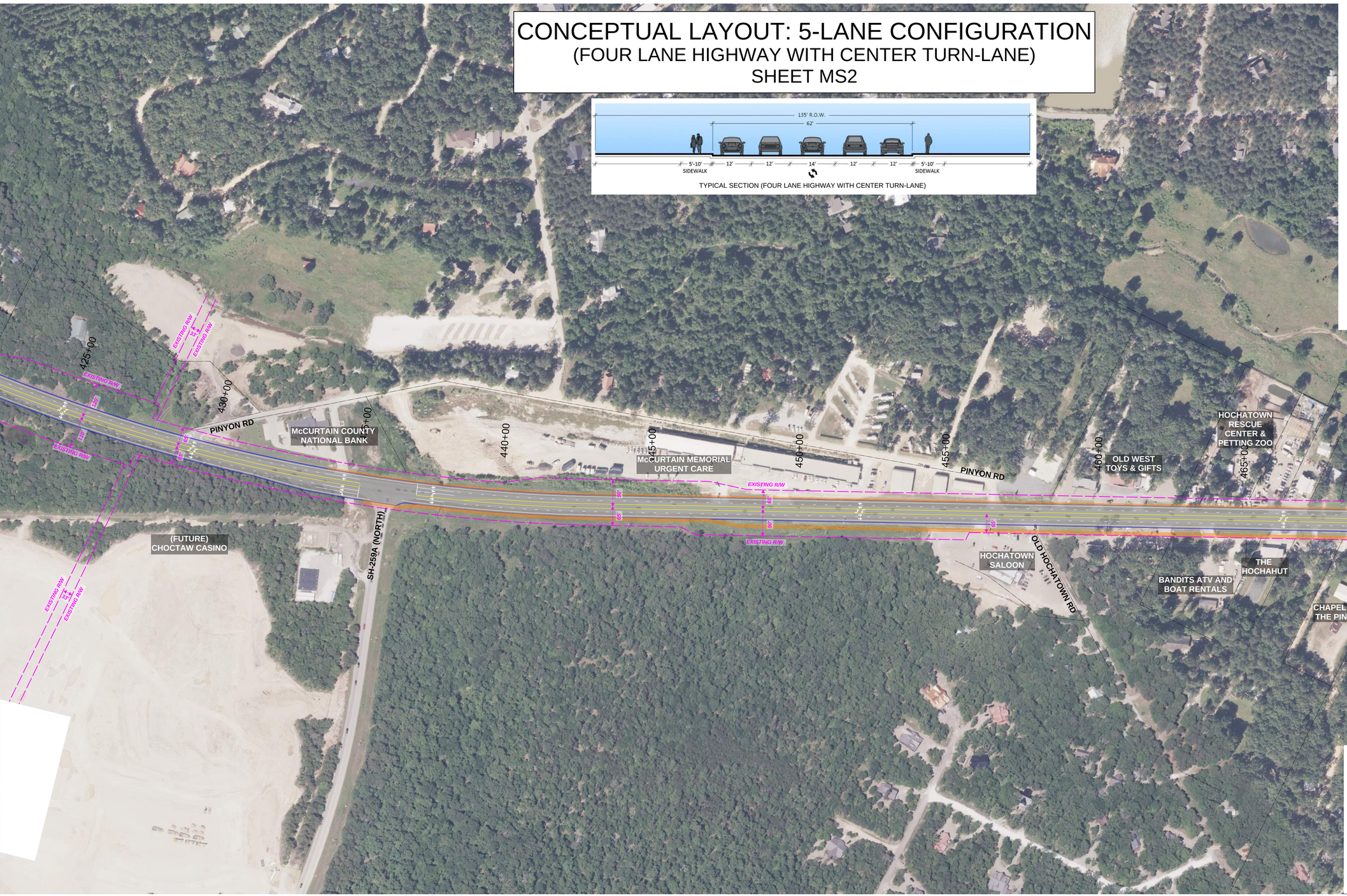
* SUBJECT TO CHANGE DURING DESIGN.

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET MS2

TYPICAL SECTION (FOUR LANE HIGHWAY WITH CENTER TURN-LANE)

LOCATION MAP





0 100 250
FEET

OKLAHOMA Transportation

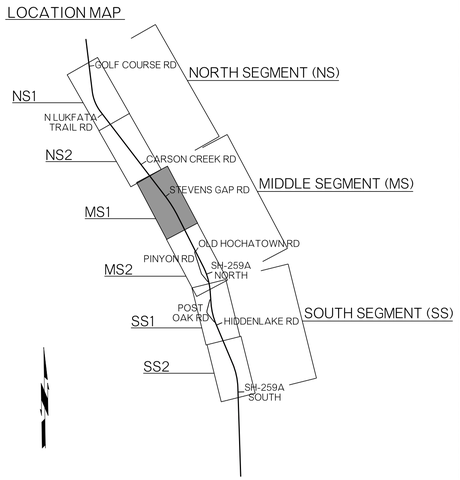
FREESE AND NICHOLS

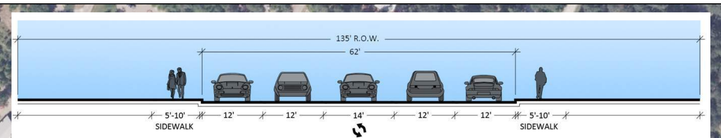
LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

* SUBJECT TO CHANGE DURING DESIGN

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET MS1

LOCATION MAP





TYPICAL SECTION (4-LANE W/ TWO-WAY LEFT TURN LANE)

0 100 250
FEET

OKLAHOMA Transportation

FREESE AND NICHOLS

LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

* SUBJECT TO CHANGE DURING DESIGN

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET NS2

LOCATION MAP

0 100 250
FEET

LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

* SUBJECT TO CHANGE DURING DESIGN

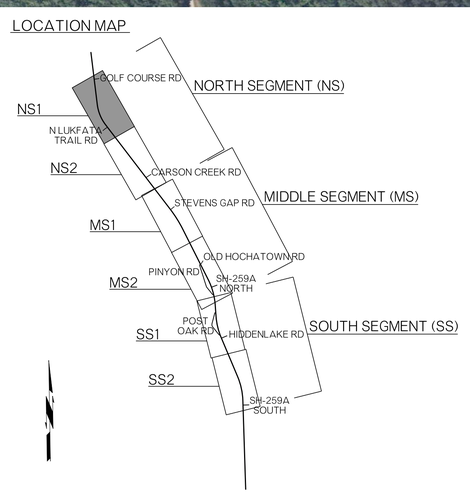
OKLAHOMA Transportation

FREESE AND NICHOLS

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET NS1

590+00
595+00
600+00
N LUKFATA TRL RD
FIRST STATE BANK HOCHATOWN BRANCH
605+00
610+00
615+00
620+00
625+00
THE MAZE OF HOCHATOWN
LUCIAN SORREL RD
630+00
635+00
CHOATE RD
PARNER RD
640+00
645+00
GOLF COURSE RD

LOCATION MAP



0 100 250
FEET

OKLAHOMA Transportation

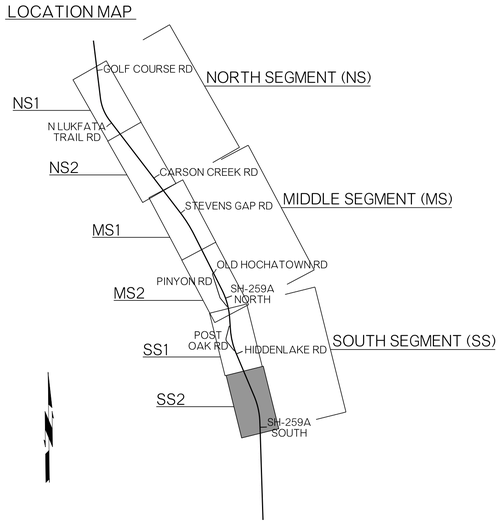
FREESE AND NICHOLS

LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

* SUBJECT TO CHANGE DURING DESIGN

CONCEPTUAL LAYOUT: 3-LANE CONFIGURATION
(TWO LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET SS2

LOCATION MAP



HOCHATOWN LODGE

HOCHATOWN AMUSEMENTS

FISHTALES WINERY & VINEYARD

OUACHITA NATIONAL FOREST VISITORS CENTER

SH-259A (SOUTH)

330+00 335+00 340+00 345+00 350+00 355+00 360+00 365+00 370+00 375+00

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

EXISTING R/W

0 100 250
FEET

LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

* SUBJECT TO CHANGE DURING DESIGN.

OKLAHOMA Transportation

FREESE AND NICHOLS

CONCEPTUAL LAYOUT: 3-LANE CONFIGURATION
(TWO LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET SS1

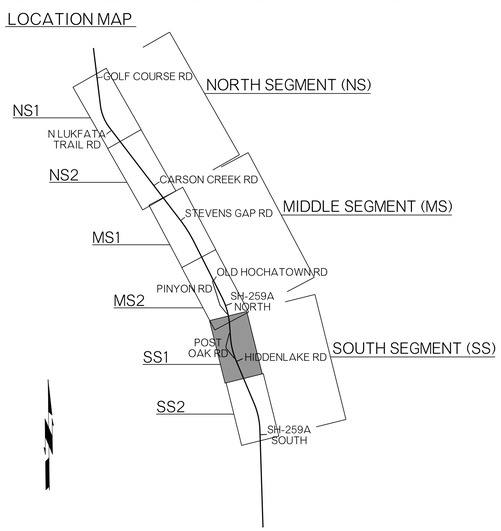
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00
420+00
425+00

POST OAK RD
POST OAK RD
HIDDENLAKE RD
WHITEPINE RD

EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW

(FUTURE)
CHOCTAW CASINO

LOCATION MAP



0 100 250
FEET

OKLAHOMA Transportation

FREESE AND NICHOLS

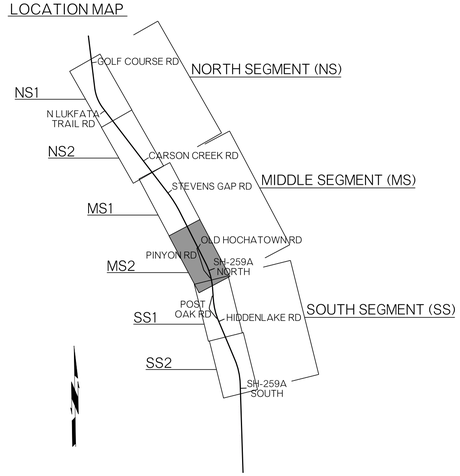
LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

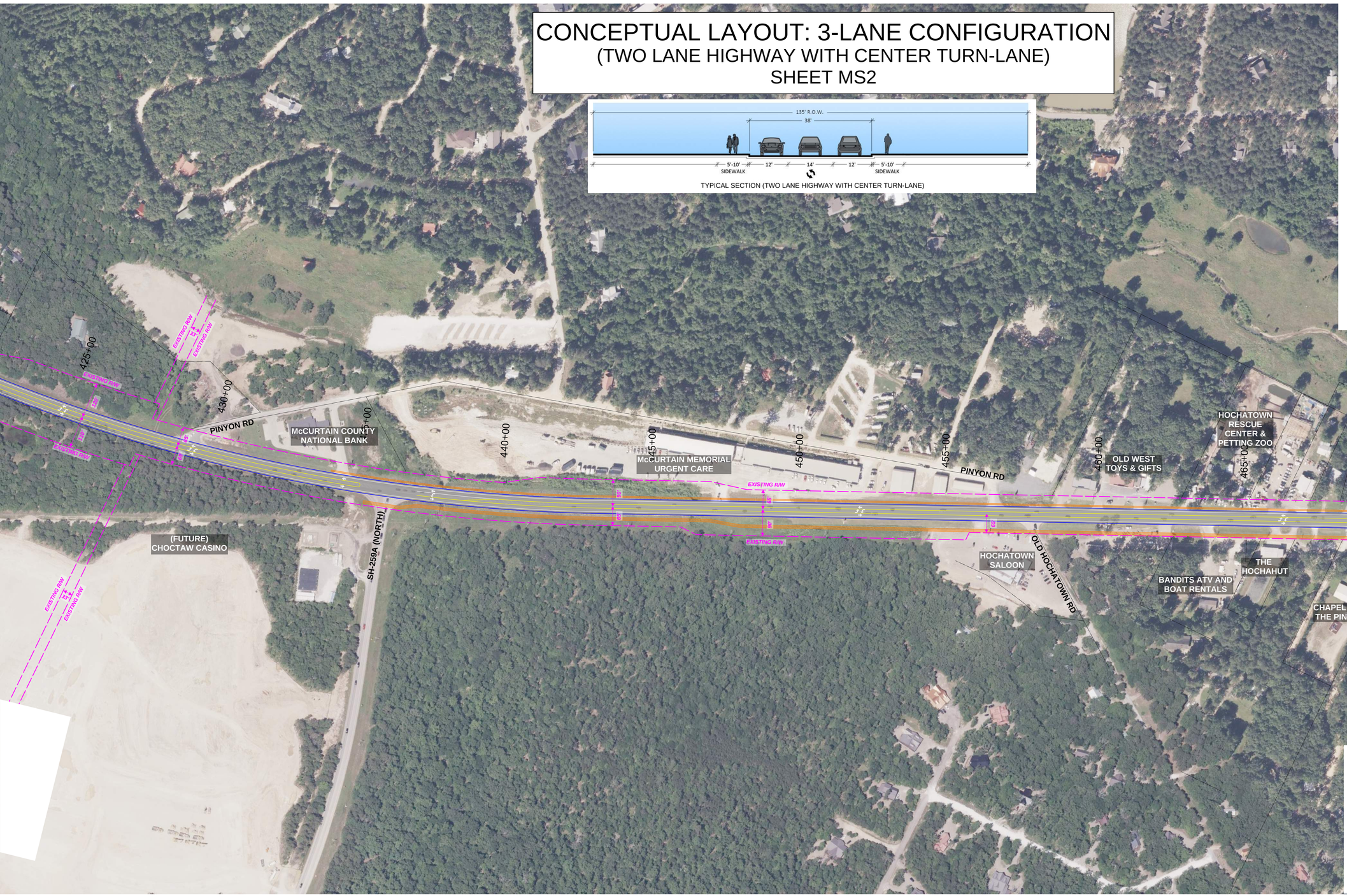
* SUBJECT TO CHANGE DURING DESIGN.

CONCEPTUAL LAYOUT: 3-LANE CONFIGURATION
(TWO LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET MS2

TYPICAL SECTION (TWO LANE HIGHWAY WITH CENTER TURN-LANE)

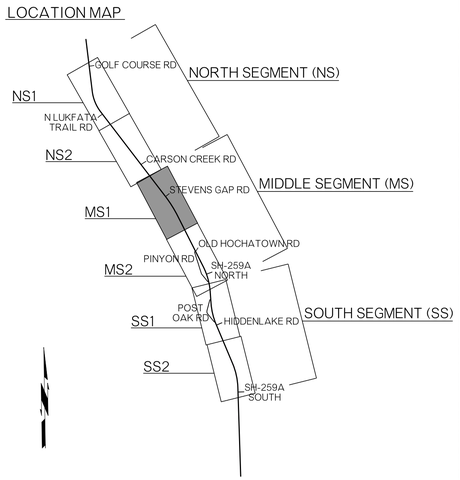
LOCATION MAP

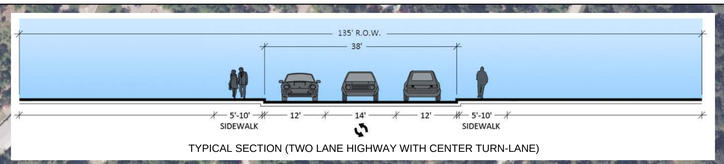



425+00
430+00
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00
475+00
PINYON RD
McCURTAIN COUNTY NATIONAL BANK
McCURTAIN MEMORIAL URGENT CARE
OLD WEST TOYS & GIFTS
HOCHATOWN RESCUE CENTER & PETTING ZOO
BEAVERS BEND LUXURY CABIN RENTALS
CAMP RANCH RD
(FUTURE) CHOCTAW CASINO
SH-259A (NORTH)
HOCHATOWN SALOON
OLD HOCHATOWN RD
BANDITS ATV AND BOAT RENTALS
THE HOCHAHUT
CHAPEL OF THE PINES
HOCHATOWN CEMETERY
HOCHATOWN VOLUNTEER FIRE DEPT.
EXISTING R/W
EXISTING R/W
EXISTING R/W

CONCEPTUAL LAYOUT: 3-LANE CONFIGURATION
(TWO LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET MS1

LOCATION MAP





TYPICAL SECTION (TWO LANE HIGHWAY WITH CENTER TURN-LANE)

0 100 250
FEET

OKLAHOMA Transportation

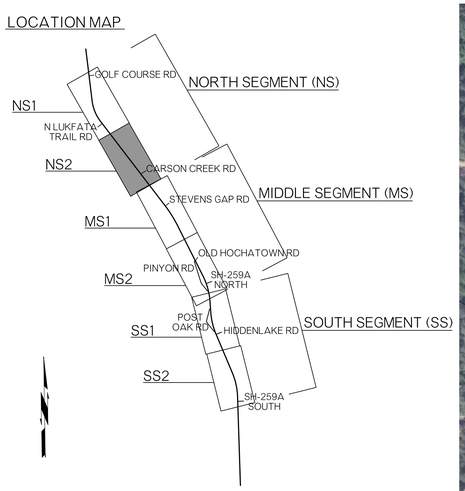
FREESE AND NICHOLS

LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

* SUBJECT TO CHANGE DURING DESIGN

CONCEPTUAL LAYOUT: 3-LANE CONFIGURATION
(TWO LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET NS2

LOCATION MAP



0 100 250
FEET

OKLAHOMA Transportation

FREESE AND NICHOLS

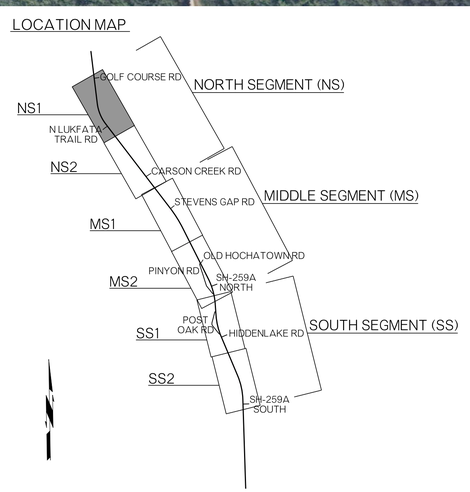
LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

* SUBJECT TO CHANGE DURING DESIGN

CONCEPTUAL LAYOUT: 3-LANE CONFIGURATION
(TWO LANE HIGHWAY WITH CENTER TURN-LANE)
SHEET NS1

590+00
595+00
600+00
N LUKFATA TRL RD
FIRST STATE BANK HOCHATOWN BRANCH
605+00
610+00
615+00
620+00
625+00
THE MAZE OF HOCHATOWN
LUCIAN SORREL RD
630+00
635+00
CHOATE RD
PARNER RD
640+00
645+00
GOLF COURSE RD

LOCATION MAP



0 100 250
FEET

OKLAHOMA Transportation

FREESE AND NICHOLS

LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- EDGE OF PAVEMENT
- SIDEWALK/TRAIL*

* SUBJECT TO CHANGE DURING DESIGN

APPENDIX D
PUBLIC COMMENTS AND SURVEY RESPONSES

Public Comments

Commenter Number	Commenter Name	Date of Comment	Method of Comment	Comments	Comment summary
1	Amy Duncan	5/23/2023	Voicemail	This is Amy Duncan and I own property in hochatown right off highway 259 and I am trying to figure out exactly what the projected protocol is for your expansions. I have made myself busy trying to read everything online and I know you had a public meeting recently, out of state wasnt able to attend, but nonetheless I wanted to just speak to someone on here it said to call this number and they could possibly answer questions. If you would please call me back at 903-227-0781 and it references piece number JP 34331(04) mccurtain county oklahoma. If you would please call me back, thank you.	• Requesting Call Back
2	Annette Lambert	5/25/2023	Voicemail	Hello this is Annette Lambert, I am calling about the public meeting y'all held on the Highway 259 project in Broken Bow, Oklahoma on May 16th. It said we could call into this phone number and talk to them about our wishes, and we have our personal residence and a business already on 259 and we would like them to do the 5 lane. Because the 3 lane, it is already, when it is check in or check out or holidays would not be sufficient already and going into the future for sure it would not. Also, we have a piece of commerical property within their first phase of construction that would definitley would benefit at least from a 5 lane because there will be semis turning in and out and currently you can't even get in and out on the weekend with a vehicle, let alone as a business and to just keep accidents from happening.You know if this, you know looking forward for sure, it needs to be a 5 lane or turn in lanes or entrances lanes for those major intersections would defintley be a benefit. I appreciate you listening to us. Again, my name is Annette Lambert, our business is at 2177 N US-259 in Broken Bow, our residence is 4632 N US-259 in Broken Bow, our commercial property is just north of the Carson Creek Park Road in Hochatown. My number is 7854911432 and you can contact me at anytime if you need any kind of additional information.	• Prefers 5 lane option • 5 lane option helps traffic flow
3	Darla Poehler	5/17/2023, 5/17/2023	Email and Online Survey	I understand there is a road widening project currently being considered. As a cabin owner at 78 Hemlock Grove Road, I am concerned about my property. What does this mean in regards to us who have property up to 259? And will there be any consideration of sound barriers as this will greatly affect my cabin income. What about any land that is taken away from the property? How does that work? What happens to property owners on 259? And will there be noise barriers for cabin owners that own property up to 259?	• Property Impacts/Loss • Noise Concern

Commenter Number	Commenter Name	Date of Comment	Method of Comment	Comments	Comment summary
4	John Callaham	5/17/2023	Email	Given the corridor that must be used we prefer the 3-lane Model for some of the following reasons: a.Safety and traffic flow i. With the 5-lane model it will be close to impossible to clear those lanes to traverse from the East side of the highway to the South, or vice versa, decreasing the number of through lanes to be crossed would be an added benefit. 1.Easier side street entrances with 3-lane model. ii. 5-lanes we are just moving the bottleneck on Sundays down the road to another stopping point. 1.Not to diminish progress but traveling in and through tourist towns traffic is expected, Estes Park, Orange Beach, Yellowstone, Jackson Hole (just examples) all have highly congested tourist traffic, yet they still visited at an incredible rate. iii. 5-lanes will increase the speed of cars through town, this creates a more dangerous environment for both pedestrians/bicyclists and drivers. 1.Log trucks and Freight Tractors will move at a higher speed, tourists with unknown directions or quick stops or turns will case additional injuries with the 5-lanes. 2.Crossing pedestrians can be blocked from view in the 5-lane system. 3.Increased crash rates based off road widening studies. iv. 3-lanes will minimize potential collisions. v. The main hinderance of the traffic currently is vehicles trying to exit the highway. This could be accomplished with the center turn 3 lane while at the same time safely allowing traffic to enter the center area without navigating an additional lane of traffic. 1.A simple addition of a 3rd lane will allow for separation of traffic throughout the lanes. 2.Center lane will allow traffic to flow without the roadblock of a turning vehicle. b.Environmental and Aesthetics i. Hochatown is a tourist area not a high-speed transport corridor. 1.The aesthetic quality of the rural tourist area is mitigated by the 5-lane system. A Dallas designed corridor should not be imposed on local residents because the tourists want to get out of town faster when they check-out. 2.The mindset should be expected that there will be some traffic on “leaving days.” 3.Delays will be expected just like going to a sporting event or other activities. It is crowded at that time but then open the other times. ii. 3-lanes are more visually appealing to the tourist area. We don’t want to turn our area into a concrete parking lot look more than what has happened. 1. Room saved from the 3-lane project could be used to add bike paths ect. 2.5-lane Increases Noise for businesses along route, outdoor seating/dining. iii. Increase injury and deaths to wildlife. 1.Deer or other animals will have an increased difficult time making it safely across 5-lanes. 2.Vehicles will be unable to see approaching wildlife from a further distance with the 5-lane proposals. a.Other lanes and vehicles will block the approaching wildlife from a driver’s view. c.Parking, Buildings, Traffic and Right of Way i. With the State not planning to acquire any additional ROW this means the traffic flow will be dangerously increasingly close to parked cars and pedestrians. 1.With the reduction of the safety corridor along the ROW, there is an increased probability for injury to both person and property. a.5-lanes will have traffic flowing at full speed near private property boundaries, parking areas and walking areas. b.An accident could easily launch a truck or car crashing into parking lots, building or individuals. 2.As ODOT undoubtedly realizes, the ROW safety zones are there for a multitude of reasons. The safety of public being one of the top priorities. a.Traffic visibility is also a strong concern with the lack of ROW setbacks. b.Increased noise to the area with 5-lanes. c.More collisions with wildlife due to multiple lanes. ii. If 5-lanes are approved additional funding needs to be used to acquire more ROW to provide for safety zone. d.Cost i. 3-lane verse 5-lane is substantially less cost. ii. 3-lanes will provide adequate infrastructure for years to come. iii. State’s cost of moving utilities and disruption of businesses during relocation of utilities will be greatly lessened by 3-lane.	• Safety (speed and turning across traffic) • Traffic Flow (no need for speed, will back up other areas etc.) • Aesthetics • Impacts to wildlife populations (collisions with deer) • danger for adjacent properties • Noise concern • Costs • In favor of 3 lanes

Commenter Number	Commenter Name	Date of Comment	Method of Comment	Comments	Comment summary
5	Jamey Wallis	5/17/2023	Email	Anthony, Hello. I wanted to offer comment after attending the Public Meeting for US-259 from 6.25 Miles North of SH-3 Junction Extending North 6 Miles; State Job Piece Number JP 34333(04), McCurtain County held on May 16, 2023. I am employed by McCurtain County National Bank, 50 Pinyon Road, Broken Bow, OK 74728. We opened this location in June of 2018. We desperately need a turn lane on Highway 259 to allow our customers access to our business. I would prefer the 3 lane option. I spoke to Brian Taylor about having him look at our current turn lane striping situation as well. I would like to visit with you as well if you are available anytime in person or by phone. Thank you for your time and consideration. Jamey Wallis	• Need turn lane • Business/Economics impacts due to Access

Commenter Number	Commenter Name	Date of Comment	Method of Comment	Comments	Comment summary
6	Chandra Rickey	5/18/2023	Email	I couldn't put how I feel about this into words any better than John did in his email. Ditto everything he said. He makes some very valid points that have not been mentioned before now. I feel 5 lanes would be detrimental to the core businesses in Hochatown, which, in turn, would affect the city tax base. It does not hurt tourists to slow down a little. I don't know a downtown area where they don't. This is the second meeting I have attended and my second email about how I feel. ---See John Callahams email for reference	• In favor of 3 lanes • Safety (speed and turning across traffic) • Traffic Flow (no need for speed, will back up other areas etc.) • Aesthetics • Impacts to wildlife populations (collisions with deer) • danger for adjacent properties • Noise concern • Costs
7	Rhonda Reed	5/20/2023	Email	To whom it may concern: I attended the recent ODOT meeting in Hochatown. This is the second time I've submitted comments on the subject. Again, I prefer the 3-lane instead of the 5-lane. Here are my reasons for this: Safety and traffic flow: With the 5-lane model it will be close to impossible to clear those lanes to traverse from the east side of the highway to the south, or vice versa, decreasing the number of through lanes to be crossed would be an added benefit. Easier side street entrances with 3-lane model. 5-lanes we are just moving the bottleneck on Sundays down the road to another stopping point. Not to diminish progress but traveling in and through tourist towns traffic is expected, Estes Park, Orange Beach, Yellowstone, Jackson Hole (just examples) all have highly congested tourist traffic, yet they still visited at an incredible rate. Five lanes will increase the speed of cars through town. This creates a more dangerous environment for both pedestrians/bicyclists and drivers. Log trucks and Freight Tractors will move at a higher speed, tourists with unknown directions or quick stops or turns will cause additional injuries with the 5-lanes. Crossing pedestrians can be blocked from view in the 5-lane system. Increased crash rates based on off-road widening studies. 3-lanes will minimize potential collisions. The main hindrance of the traffic currently is vehicles trying to exit the highway. This could be accomplished with the center turn 3-lane while at the same time safely allowing traffic to enter the center area without navigating an additional lane of traffic. A simple addition of a third lane will allow for separation of traffic throughout the lanes. Center lane will allow traffic to flow without the roadblock of a turning vehicle. Environmental and Aesthetics: Hochatown is a tourist area not a high-speed transport corridor. The aesthetic quality of the rural tourist area is mitigated by the 5-lane system. A Dallas designed corridor should not be imposed on local residents because the tourists want to get out of town faster when they check-out. The mindset should be expected that there will be some traffic on “leaving days.” Delays will be expected just like going to a sporting event or other activities. It is crowded at that time but then open the other times. Three lanes are more visually appealing to the tourist area. We don’t want to turn our area into a concrete parking lot look more than what has happened. Room saved from the 3-lane project could be used to add bike paths, etc. Five lane increases Noise for businesses along route, outdoor seating/dining. Increase injury and deaths to wildlife: Deer or other animals will have an increased difficult time making it safely across five lanes. Vehicles will be unable to see approaching wildlife from a farther distance with the 5-lane proposals. Other lanes and vehicles will block the approaching wildlife from a driver’s view. Parking, Buildings, Traffic and Right of Way: With the state not planning to acquire any additional Rights of Way, this means the traffic flow will be dangerously increasingly close to parked cars and pedestrians. With the reduction of the safety corridor along the ROW, there is an increased probability for injury to both person and property. Five lanes will have traffic flowing at full speed near private property boundaries, parking areas and walking areas. An accident could easily launch a truck or car crashing into parking lots, buildings or individuals. As ODOT undoubtedly realizes, the ROW safety zones are there for a multitude of reasons; the safety of public being one of the top priorities. Traffic visibility is also a strong concern with the lack of ROW setbacks. Increased noise to the area with 5-lanes. More collisions with wildlife due to multiple lanes. If five lanes are approved, additional funding needs to be used to acquire more ROW to provide for safety zone. Cost: 3-lane vs. 5-lane substantially costs less. Three lanes will provide adequate infrastructure for years to come. The state’s cost of moving utilities and disruption of businesses during relocation of utilities will be greatly lessened by 3-lane. Thanks for your time and opportunity to provide the feedback. Should you have any questions or concerns feel free to contact me. Rhonda Reed, owner Girls Gone Wine	• Prefer the 3 lane • Safety (speed and turning across traffic) • Traffic Flow (no need for speed, will back up other areas etc.) • Aesthetics • Impacts to wildlife populations • Noise concern • danger for adjacent properties

Commenter Number	Commenter Name	Date of Comment	Method of Comment	Comments	Comment summary
8	Jim Hagemann	5/22/2023	Email	To whom it may concern: I am certain that Highway 259 in the Hochatown area needs these improvements. We have a cabin that backs up to the highway as many cabins do. A wider highway will handle increased traffic, create more noise, and be closer to the individual properties. Will berms or walls be erected to limit the damage to our homes?	• Noise Concern • Property impact/Loss worries
9	Ruby Jordan	5/30/2023	Email	Please do 5 lanes.	• Prefers 5 lane option
11	Mike simon	5/16/2023	Online Survey	N/A	N/A
12	anonymous	5/17/2023	Online Survey	How many businesses will be directly effected by the widening. Obviously, many businesses have no other options for parking if the road is widened.	• Concern with business impact
13	anonymous	5/17/2023	Online Survey	Build a bypass	• Wants a bypass
14	Chandler Rickey	5/17/2023	Online Survey	As an owner of multiple businesses in Hochatown and having lived here my entire life, I understand the want for a 5 lane highway. However, doing so will drastically effect many of the local businesses including some of my own. Parking is already a huge concern in Hochatown and 5 lanes will make this even more of a concern. I know many people park are Grateful Head and walk over to the Girls Gone Wine or Beavers Bend Brewery, this will be almost impossible and also very dangerous with 5 lanes. I truly believe that a 3 lane highway will be sufficient and will have the least effect on local businesses. Thank you for allowing all of us to express our concerns.	• Concern with parking • Concern with pedestrain crossing
15	DON SMITH	5/17/2023	Online Survey	N/A	N/A
16	anonymous	5/17/2023	Online Survey	Going to 5-lanes is a must in my opinion. 5 lanes would future proof the expansion and lead to significantly more future economic potential.	• Economic Expansion • Prefers 5 lane (Vote tallied in the survey,
17	anonymous	5/17/2023	Online Survey	The heart of hochatown needs to remain 3 lane in order to preserve the success of businesses that contributed to our economic growth, as well as to protect the charm and feel of our small town. I'm also concerned about increased speed if more than 3 lanes as well as the safety of pedestrians crossing the highway. I realize that we likely need 5 lanes to the new Choctaw landing resort, but would like to see the center strip remain 3 lane to cause as little disruption to existing businesses as possible	• concerned with economic growth and business disruption • Prefers 3 lane (Vote tallied in the survey, not in comment tally) • wants to protect small town feel
18	Terry walker	5/17/2023	Online Survey	It seems that odot is putting emphasis on getting traffic THRU hochatown. I think slower moving traffic thru the center section is critical to allowing easy access to the 30+ businesses that are such a tourist draw. I feel 5 lanes in this section would be a huge mistake.	• Concern with traffic moving too effectively • Against 5 lane option in the middle
19	anonymous	5/17/2023	Online Survey	Noise is my #1 concern. I understand the need to route traffic more effectively. A bypass would be my first choice but if that is not an option, the noise impact on the community needs to be strongly considered. There are very effective techniques to reduce road noise. They would need to be a part of this plan to garner further support.	• Concern with traffic noise • Concern with traffic routes
20	anonymous	5/17/2023	Online Survey	N/A	N/A
21	Lori Reesing	5/17/2023	Online Survey	I urge you to only do 3 lane from 259a north (dam road) to Carson creek. Anything wider would be unsafe for our pedestrian customers as they cross the hwy to frequent multiple businesses. I believe a 5 lane would also mean traffic moves faster regardless of posted speed limits	• wants only 3 lane from 259A to Carson Creek Rd (Vote tallied in the survey, not in comment tally) • Concern for pedestrian crossing
22	Scott bowling	5/17/2023	Online Survey	Our town needs the 5 lane for the growth of our town.	• Wants the 5 lane option (Vote tallied in
23	Johnice Bowling	5/17/2023	Online Survey	N/A	
24	Bruce Short - In Person Survey	5/16/2023	In Person Survey	"Please, through the heart of Hochatown, make the middle lane grass with turn lanes at strategic spots. Grass areas could have street lights (Antique) and trees."	• wants to protect small town feel with a grass median

Commenter Number	Commenter Name	Date of Comment	Method of Comment	Comments	Comment summary
25	Ed Wagner - In Person Survey	5/16/2023	In Person Survey	"Looking forward to the project. Thanks"	N/A
26	Bruce Short - In Person Survey	5/16/2023	In Person Survey	"We need 5 (4 lanes + 1) Badley!" * Respondent wrote in an answer for #5 as "County Business" It was recorded as "Business."	• Wants the 5 lane option (Vote tallied in the survey, not in comment tally)
27	Joan Isham - In Person Survey	5/16/2023	In Person Survey	N/A	N/A
28	Brenda Walters - In Person Survey	5/16/2023	In Person Survey	N/A	N/A
29	Jamie Davis - In Person Survey	5/16/2023	In Person Survey	Respondent selected: "Daily, Weekly, Monthly, and Yearly" on question 6. It was recorded as Daily.	N/A
30	Doug Werhane - In Person Survey	5/16/2023	In Person Survey	"Hochatown will continue to grow. We need a road that is functional. Let's fix the road (HWY 259) one time and one time only. 5-Lane!"	• Wants the 5 lane option (Vote tallied in the survey, not in comment tally)
31	Will Carper - In Person Survey	5/16/2023	In Person Survey	"Love to have a 3 lane w/bike paths, sidewalks, lighting, crosswalks, etc but understand the congestion that would cause. UNLESS-would the bypass alleviate enough to make a 3 lane feasible? I guess a 3 lane in the middle segment makes no sense since thats already the worst congested. Beware of the Eclipse. Possibly 5 lane w/all the amenities will be the only solution. Thanks for everything you folks have done. The community really appreciates it. Billy Carper" **Respondent selected 5 lane on question 1. but circled 3 lane and said "3 but math is math and bears out" 5 lane was recorded.	• Concerns with pedestrian access • Concern with traffic flow
32	Kurt & Robin Adams - In Person Survey	5/16/2023	In Person Survey	"Making a left out of Pinyon is near impossible on weekends"	• Concern with traffic flow
33	Renee Ward - In Person Survey	5/16/2023	In Person Survey	N/A	N/A
34	Garrett Tipton - In Person Survey	5/16/2023	In Person Survey	"I like 5 lane from BB to 259A-Damn Rd. 3 lane going N from there. "	• wants 3 lane north of 259A (Vote tallied in the survey, not in comment tally)
35	Jaye Coleman - In Person Survey	5/16/2023	In Person Survey	N/A	N/A
36	Ashlin Bowling	5/19/2023	Online Survey	N/A	N/A
37	John Bowling	5/19/2023	Online Survey	N/A	N/A
38	anonymous	5/20/2023	Online Survey	N/A	N/A
39	Jackson Hurst	5/22/2023	Online Survey	I approve and support ODOT's US-259 from 6.25 Miles North of SH-3 junction extending north 6 miles Project. The alternative that I support is the 5 lane alternative because the 5 lane alternative will widen US-259 from 2 lanes to 4 lanes in each direction which will improve safety and reduce congestion.	• Help with traffic flow • Increase safety
40	anonymous	5/23/2023	Online Survey	5 lanes, once and done. No need to have perpetual road construction. 3 lanes will not be sufficient longer term.	• Wants the 5 lane option (Vote tallied in
41	Candice harrell	5/27/2023	Online Survey	N/A	N/A
42	Evelyn Warren	5/27/2023	Online Survey	N/A	N/A
43	Dennis Jordan	5/27/2023	Online Survey	N/A	N/A
44	anonymous	5/29/2023	Online Survey	N/A	N/A
45	anonymous	5/31/2023	Online Survey	The traffic lights placed on Hwy 259 in the Hochatown area have been very helpful with traffic flow. It became apparent over Memorial Day weekend that additional lights could be necessary farther north, possibly at Sugarberry, Lukfata Trail and/or Choate Road (and even farther north?). I previously submitted a survey requesting 5 lanes for the new construction project, which will help considerably, but additional traffic lights are needed now...at least through peak tourist season. It took over 15 minutes to travel between Choate Road and Lukfata Trail over the weekend. Thank you for your consideration.	• Lights helped with traffic flow • Investigate more traffic lights throughout the corridor
46	Roy Peevy	received 5/23/2023	Mail In Survey	"As a resident I have watched traffic go from a few cars a day to the total chaos we have now. I'm 78 yrs old, I remember when 259 was a gravel road. So believe me when I say we need all the help we can get & as soon as possible. We need the best you can do which is 5 lanes so we won't have to go thru construction again. On holiday weekends we have as many or more people than Texarkana, Tex, with only 1 road. It is miserable. help us! Thanking you in advance Roy Peevy"	• Traffic congestion concerns • Want 5 lanes (Vote tallied in the survey, not in comment tally)

Commenter Number	Commenter Name	Date of Comment	Method of Comment	Comments	Comment summary
47	Betty Peevy	received 5/23/2023	Mail In Survey	" I am tired of having to check brakes & reactions of drivers-just to get to church on time. The lights REALLY helped & turn lanes--but traffic & time still a problem! Especially on holiday weekends--& even just regular ones. Going to work & going home after work, as well as lunch times can be awful, as well as dangerous! And except for Fire Dept. job, I'm Retired! 3 or 5 lanes? We are needing 5 lanes at a lot of times NOW-& getting worse! To me-for either 3 or 5 -you're going to really disrupt & tear stuff up--By time or before you might complete 3--will already need 5. So--just do 5 & be done! Thanks for letting us express our ideas! BP	• Traffic congestion concerns • Want 5 lanes (Vote tallied in the survey, not in comment tally)
48	anonymous	received 5/23/2023	Mail In Survey	"a 5-lane concept is the ONLY proposal that will best address the congestion which is now standard in Hochatown. Access to the highway from driveways cannot be efficiently accomplished with the three-lane proposal-It can be accomplished with 5-lanes."	• Traffic flow concerns • Want 5 lanes (Vote tallied in the survey, not in comment tally)

Public Entity Responses

Public Entity Name	Commenter Name	Comment	Comment Summary
Oklahoma Department of Environmental Quality	Jon Roberts	In response to your request, we have completed a general environmental impact review for the project listed below. Project Letter dated April 25, 2023 – Public Meeting for US-259 from 6.25 Miles North of SH-3 Junction Extending North 6 Miles; State Job Piece Number JP 34333(04), McCurtain County, OK Adverse Environmental Impacts Under DEQ Jurisdiction None anticipated. Additional Regulatory Considerations A.Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater. If you need assistance, please contact DEQ's Stormwater Unit at (405) 702-6100. B.It is unclear if water or wastewater utilities will need to be relocated as part of this project. If so, please note that water and wastewater infrastructure projects that will require a construction permit from DEQ's Water Quality Division include the following: - Construction of new water and wastewater treatment facilities; - Modifications and upgrades to existing facilities; - Construction of new water distribution and wastewater collection lines; - Relocation of existing water distribution and wastewater collection lines. Projects that do not require a construction permit include: - Replacement of existing equipment with same type and size equipment; - Replacement of existing water and wastewater lines with the same size line in the same location. Please contact DEQ's Water Quality Division (Construction Permitting Section) if you have specific questions about these projects or need further clarification. Rocky Chen is the Manager of this section and can be reached at (405) 702-8140 or rocky.chen@deq.ok.gov.	ODEQ commented that no adverse environmental impacts under DEQ jurisdiction are anticipated and authorization under the construction stormwater permit OKR10 is required for disturbances greater than one acre
City of Broken Bow	Vickie Patterson	Dear ODOT, Thank you for inviting us to the meeting regarding the highway North 259 project, I am sorry I was not able to attend but my water/sewer supervisor was in attendance. He said that you are needing us to comment regarding our main regional water distribution line along the 259 highway. We have our main 24" transmission line that feeds all of Broken Bow, 11 rural water districts/ cities water plus three major industrial users. Tyson , Pan Pacific and Huber. Our only concern is protecting our water transmission line, we agree something needs to be done on the highway 259 either a 3 lane or a 5 lane to be able to handle the traffic demands and for the safety of the public. We support ODOT 100% on this project. Please let me know if I need to do something else. Thank you, Vickie Patterson City Manager City Of Broken Bow 210 N Broadway St. Broken Bow, OK 74728 www.cityofbrokenbow.com 580-584-2282 office 580-236-0352 cell	they referenced the importance of their main water transmission line that runs along US-259 within the project area, they said they support ODOT in this project, and something needs to be done (either the 3-lane or 5-lane configuration)
McCurtain County Assessor	Bruce Short	We need 5 (4 lanes + 1) Badley! **Filled out a survey inperson at the public meeting. He indicated a 5-Lane for all options	5-lane expansion is needed badly
Oklahoma Corporation Commission	Jeffrey Krebbs	Ben, I can't find any wells, new permits, or intents on or near your proposed construction area. Thanks, Jeff Krebbs District IV Oil & Gas Division Oklahoma Corporation Commission (580) 332-3441 Jeffrey.krebbs@occ.ok.gov	there are no wells, new permits or intents on or near the proposed project area.

Summary of Survey Responses

P1 Q2 - Name (Optional)	P1 Q10 - For the South Segment (from SH-259A South to SH-259A North), would you prefer a 3-lane or a 5 lane configuration?	P1 Q11 - For the Middle Segment (from SH-259A North to just north of Stevens Gap Rd), would you prefer a 3-lane or 5-lane configuration?	P1 Q12 - For the North Segment (from just north of Stevens Gap Rd to Golf Course Rd), would you prefer a 3-lane or 5-lane configuration?	P1 Q13 - How often do you travel on US-259?	P1 Q14 - What is the typical purpose of your travel on US-259?	P1 Q15 - Have you experienced traffic congestion on US-259? If so, how often?	P1 Q16 - How important is it to you that the US-259 project remains sensitive to the goals of the local community?
Mike simon	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Very important
	3-lane	3-lane	3-lane	Monthly	Non-business	Yes, Monthly	Very important
	Why not construct a by pass? It would seem to be the Best option Odot has allowed many of the Buisiness owner to encroach on ODOT right of way ,for either customer parking and in some cases they are structures actually built on the Right of way . Why not leave 259 as is and provide a by pass around .	Build a bypass	Build a by pass	Weekly	Business	Yes, Weekly	Not important
Chandler Rickey	3-lane	3-lane	3-lane	Daily	Business	Yes, Seasonally	Very important
DON SMITH	5-lane	5-lane	5-lane	Weekly	Both business and non-business	Yes, Weekly	Very important
Darla poehler	3-lane	3-lane	None	Monthly	Both business and non-business	No	Very important
	5-lane	5-lane	5-lane	Monthly	Both business and non-business	Yes, Daily	Somewhat important
	5-lane	3-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Very important
Terry walker	5-lane	3-lane	5-lane	Daily	Both business and non-business	Yes, Seasonally	Very important
	5-lane	5-lane	5-lane would be acceptable if noise barriers are included. There are homes on both sides of the road in this section and the noise issues are already impactful. If noise barriers are not included then I would be opposed to a change.	Monthly	Non-business	Yes, Seasonally	Very important
	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Very important
Lori Reesing	5-lane	3-lane	5-lane	Weekly	Business	Yes, Seasonally	Very important
Scott bowling	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Daily	Very important
Johnice Bowling	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Daily	Very important
Bruce Short - In Person Survey	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Very important
Ed Wagner - In Person Survey	5-lane	5-lane	5-lane	Monthly	Both business and non-business	Yes, Weekly	Very important
Bruce Short - In Person Survey	5-lane	5-lane	5-lane	Daily	Business	Yes, Weekly	Somewhat important
Joan Isham - In Person Survey	5-lane	5-lane	5-lane	Weekly	Both business and non-business	Yes, Weekly	Somewhat important
Brenda Walters - In Person Survey	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Very important
Jamie Davis - In Person Survey	5-lane	3-lane	3-lane	Weekly	Business	Yes, Daily	Very important
Doug Werhane - In Person Survey	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Daily	Somewhat important
Will Carper - In Person Survey	5-lane	3-lane	3-lane	Daily	Both business and non-business	Yes, Monthly	Very important
Kurt & Robin Adams - In Person Survey	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Daily	Very important
Renee Ward - In Person Survey	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Very important
Garrett Tipton - In Person Survey	5-lane	3-lane	3-lane	Daily	Business	Yes, Weekly	Very important
Jaye Coleman - In Person Survey	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Very important
Ashlin Bowling	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Daily	Very important
John Bowling	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Daily	Very important
	3-lane	3-lane	3-lane	Monthly	Both business and non-business	No	Very important
Jackson Hurst	5-lane	5-lane	5-lane	Yearly	Non-business	Yes, Monthly	Very important
	5-lane	5-lane	5-lane	Monthly	Both business and non-business	Yes, Monthly	Very important
Candice harrell	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Very important
Evelyn Warren	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Seasonally	Very important
Dennis Jordan	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Daily	Somewhat important
	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Somewhat important
	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Weekly	Very important
Roy Peevy-Mail-In Response	5-lane	5-lane	5-lane	Daily	Non-business	Yes, Daily	Very important
Betty Peevy -Mail in Response	5-lane	5-lane	5-lane	Daily	Both business and non-business	Yes, Daily	Somewhat important
Anonymous Mail-In Survey	5-lane	5-lane	5-lane	Weekly	Both business and non-business	Yes, Weekly	Somewhat important

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October 17, 2023

RE: Summary of Public Announcement for Roadway Improvements on US-259 from 6.25 Miles North of SH-3 Junction Extending North 6 Miles in McCurtain County, Job Piece Number 34333(04)

Dear Ms. King:

A public announcement flyer/postcard was sent to the public using Every Door Direct Mail (EDDM) for the following three postal routes servicing the city of Hochatown in McCurtain County: 74728-H075, 74728-R001, and 74728-R004. They were sent on October 17, 2023. The total number of flyers sent out through EDDM was 1,331. Additionally, a total of 165 flyers were mailed to adjacent property and business owners. The flyers specified that the 5-lane configuration was selected to proceed towards final design.

A copy of the notification flyer is attached.

Sincerely,

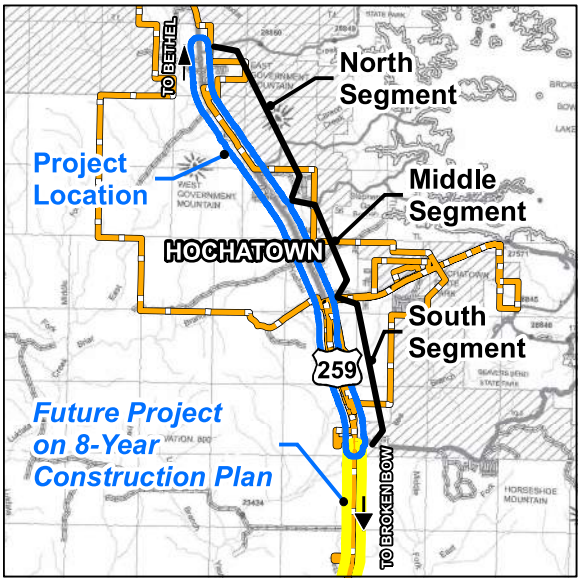
Ben Hagood
Freese and Nichols, Inc.

PROJECT UPDATE

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCurtain County; JP 34333(04)

ANNOUNCEMENT!!



The Oklahoma Department of Transportation (ODOT) has selected a 5-lane configuration instead of a 3-lane configuration for the proposed US-259 project in Hochatown. ODOT selected the 5-lane configuration for all three project segments based on the following three factors: 1) the Design Engineer recommended a 5-lane configuration for safety and traffic flow purposes, 2) the majority of the general public was in favor of the 5-lane versus the 3-lane configuration, and 3) the Town of Hochatown passed a resolution recommending the 5-lane configuration for all three segments of the project. ODOT is proceeding into detailed design, and construction is scheduled to begin at the southernmost segment in 2024.

Project Information

www.odot.org/PublicMeetings

OKLAHOMA Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

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First-Class Mail
U.S. Postage Paid

US-259 FROM 6.25 MILES NORTH OF SH-3 JUNCTION EXTENDING NORTH 6 MILES

McCurtain County, JP 34333(04)

For more information about the project:

(405) 325-3269

environment@odot.org

www.odot.org/PublicMeetings

OKLAHOMA Transportation

Name	Mailing Address	City, State, Zip
AMY'S MACARONS	1001 SAND RIDGE RD.	HAWORTH, OKLAHOMA 74740
BANDITS ATV & BOAT RENTAL LLC	9160 N. U.S. HWY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND MINING COMPANY	9221 N. HWY 259	BROKEN BOW, OKLAHOMA 74728
BRUTON'S OUTDOORS NORTH	10010 US-259	BROKEN BOW, OKLAHOMA 74728
CRAG CLIMB BEAVERS BEND INDOOR BOULDER GYM	8825 HWY 259 N	BROKEN BOW, OKLAHOMA 74728
DEBBIE ELLIOT- KELLER WILLIAMS	8885 N HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
GRATEFUL HEAD PIZZA OVEN & TAP ROOM	10251 US HWY 259	BROKEN BOW, OKLAHOMA 74728
H2O BAIT TACKLE & MORE	P.O. BOX 310	BROKEN BOW, OKLAHOMA 74728
HOCHA CUP COFFEE CO	1100 MORGAN LANE	BROKEN BOW, OKLAHOMA 4728
HOCHATIME	9231 US-259	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN COFFEE CENTRAL	9981 N US HWY 259 SUITE C	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN PETTING ZOO	9177 US HWY 259 NORTH	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN REAL ESTATE	8819 N US HWY 259, SUITE 2	BROKEN BOW, OKLAHOMA 74728
NEW HOCHATOWN LODGE	6613 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
SHADY OAK RESTAURANT	P.O. BOX 212	BATTIEST, OKLAHOMA 74722
THE MAZE OF HOCHATOWN	510 TRAILRIDGE CIRCLE	HALLSVILLE, TEXAS 75650
THE WILLOW TREE GIFTS AND MORE	9981 N US HIGHWAY 259 SUITE B	BROKEN BOW, OKLAHOMA 74728
WHIP-POOR-WILL CABINS & ORIGINAL FUDGE FACTORY	12667 HIGHWAY 259 NORTH	BROKEN BOW, OKLAHOMA 74728
MY DOLLAR PLUS	8929 HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
ROCK BOTTOM BOYZ BBQ	P.O. BOX 253	BROKEN BOW, OKLAHOMA 74728
HILLTOP HARDWARE AND LUMBER LLC	8873 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
THE GALLERY AT HOCHATOWN	7506 COTTONWOOD COURT	GARLAND, TEXAS 75044
HOCHATOWN SWAMP BOOGER MERCANTILE	8891 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
KANNA KURES DISPENSARY	8879 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
SOVERIEGN TITLE SERVICES	8815 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
HOCHACABINS MANAGEMENT & RENTALS	6773 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN SALOON	28 OLD HOCHATOWN RD	BROKEN BOW, OKLAHOMA 74728
SHELL	9914 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
EZ MART	10053 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND BREWERY	44 COHO RD	BROKEN BOW, OKLAHOMA 74728
THE EAT OUT	5 COHO RD	BROKEN BOW, OKLAHOMA 74728
THE BLUE ROOSTER	10235 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
BIG FOOT SPEEDWAY	164 GREENLING RD	BROKEN BOW, OKLAHOMA 74728
STEVENS GAP RESTAURANT	9955 US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
OLD WEST TOWN TOYS AND GIFTS	8949 US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
OLD WEST TOWN MINI GOLD	9123 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
LIQUOR STATION	15 OAK LEAF LN	BROKEN BOW, OKLAHOMA 74728
ABENDIGO'S GRILL & PATIO	259 STEVENS GAP ROAD	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND LODGING	6261 N. US HWY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND LUXURY CABIN RENTALS	9301 N. US HWY 259	BROKEN BOW, OKLAHOMA 74728
ROWDY CABINS BEAVERS BEND RENTALS	1145 COURTNEY LANE	LEWISVILLE, TEXAS 75077
BLUE BEAVER LUXURY CABINS	141 WILDWOOD TRAIL	BROKEN BOW, OKLAHOMA 74728
BROKEN BOW CABIN LODGING	25 WOODLAND CIRCLE	BROKEN BOW, OKLAHOMA 74728
BROKEN BOW VACATION CABINS	33 N LUFKATA TRAIL ROAD	BROKEN BOW, OKLAHOMA 74728
CABINS IN BROKEN BOW	143 CEDAR CREEK CIRCLE	BROKEN BOW, OKLAHOMA 74728
CHIGGER'S BAR AND GRILL	242 STEVENS GAP ROAD	BROKEN BOW, OKLAHOMA 74728
FIRST STATE BANK	129 NORTH LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
FLAWLESS WELLNESS SPA/TREETOP SPA	80 TIMBER CREEK TRAIL	BROKEN BOW, OKLAHOMA 74728
GUTTER CHAOS	25 ORCA ROAD	BROKEN BOW, OKLAHOMA 74728
HEARTPINE HOLLOW CABINS, LLC	121 NORTH LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN ESCAPE GAMES	181 STEVENS GAP RD	BROKEN BOW, OKLAHOMA 74728
JULIAN CONSTRUCTION	50 SPEARFISH ROAD	BROKEN BOW, OKLAHOMA 74728
KNOTTED ROPE WINERY	83 N LUKFATA TRAIL ROAD SUITE B	BROKEN BOW, OKLAHOMA 74728
MOUNTAIN FORK BREWERY	89 N. LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
SHUCK ME SEAFOOD	83 N LUKFATA TRAIL ROAD	BROKEN BOW, OKLAHOMA 74728
SUNDOWN CABIN RENTALS	502 E CIRCLE DRIVE	BROKEN BOW, OKLAHOMA 74728
SYLVIA MURPHY	38 PINE MEADOW LANE	BROKEN BOW, OKLAHOMA 74728
THE TASTING ROOM	37 N. LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
BAILEY LUMBER COMPANY	P.O. BOX 398	BROKEN BOW, OKLAHOMA 74728
HUBER ENGINEERED WOODS	1070 WEST STATE HIGHWAY 3	BROKEN BOW, OKLAHOMA 74728
LAMBERT LUMBER AND HOME CENTER	880 VETERANS WAY	BROKEN BOW, OKLAHOMA 74728
OUACHITA NATIONAL FOREST SUPERVISOR	PO BOX 1270	HOT SPRINGS, ARKANSAS 71902
MANHATTEN CONSTRUCTION CO.	5601 S 122ND EAST AVE	TULSA, OKLAHOMA 74146
BRUTON'S	P.O. BOX 518	BROKEN BOW, OKLAHOMA 74728
1ST ASSEMBLY OF GOD	P.O. BOX 519	BROKEN BOW, OKLAHOMA 74728
GPSM SOUTHEAST, LLC, C/O GPM	P.O. BOX 5661	BISMARK, NORTH DAKOTA 58506
BRAVO CABIN RENTALS	P.O. BOX 3878	SHAWNEE, OKLAHOMA 74802
P AND L, LLC	P.O. BOX 967	DUNCAN, OKLAHOMA 73534
3C TIMBERIDGE LLC	38225 COMETTI RD.	COALGATE, OKLAHOMA 74538
FIRSTBANK	P.O. BOX 458	ANTLERS, OKLAHOMA 74523
TWIN PINES	68 SPINNER TRAIL	BROKEN BOW, OKLAHOMA 74728
LAND & LAKE PROPERTIES, LLC	P.O. BOX 937	BROKEN BOW, OKLAHOMA 74728
TACOHOMA	P.O. BOX 780	BROKEN BOW, OKLAHOMA 74728
CHOCTAW NATION OF OKLAHOMA	23 HIDDEN LAKE ROAD	BROKEN BOW, OKLAHOMA 74728
CHOCTAW NATION OF OKLAHOMA UTILITY AUTHORITY	P.O. BOX 1550	DURANT, OKLAHOMA 74702
ROUTH DEVELOPMENT, LLC	501 NE LINCOLN	IDABEL, OKLAHOMA 74745
WEYERHAEUSER UTILITIES	220 OCCIDENTAL AVE SOUTH	FEDERAL WAY, WASHINGTON 98104
BODY HARMONY	1211 S BROADWAY ST. APARTMENT #5309	JOSHUA, TEXAS 76058
CROSSLAND INVESTMENTS LLC	1144 N WINDAMERE	DALLAS, TEXAS 75208

HOCHATOWN TRAILS, LLC	618 DORY LN	BROKEN BOW, OKLAHOMA 74728
DOROTHY'S CABIN	1520 S MAIN STREET	BLACKWELL, OKLAHOMA 74631
TIMBER RIDGE BUSINESS PARK LLC	820 SPENCER RD	BROKEN BOW, OKLAHOMA 74728
7IL PROPERTIES LLC	503 N MAIN STREET STE 429	PUEBLO, COLORADO 81003
ANAYA, PAULA ADREA RODRIGUEZ	701 MANCHESTER DR	IDABEL, OKLAHOMA 74745
ANDERSON, STEVE "OLD PURE COUNTRY"	PO BOX 113	BETHEL, OKLAHOMA 74724
B N FAMILY PROPERTIES, LLC	1401 N INDIAN ROAD	IDABEL, OKLAHOMA 74745
BATSON, MICHAEL DALE	P O BOX 246	BROKEN BOW, OKLAHOMA 74728
BLUE MARLIN INV PROP, LLC	44 CR 4291	DEKALB, TEXAS 75559
BROOKS FAMILY PROPERTIES LLC	113 HOMESTEAD CIRCLE	BROKEN BOW, OKLAHOMA 74728
BRW BEVERAGES, INC	46 COHO RD	BROKEN BOW, OKLAHOMA 74728
BURNHAM, MARCIE BRET BURNHAM	2700 FONTAINE PL	EL RENO, OKLAHOMA 73036
CAFFEY, PATRICIA L. LANDON CAFFEY	87 SPINNER TRAIL	BROKEN BOW, OKLAHOMA 74728
CAMP, LINDA AS PR OF THE ESTATES OF	37058 N US HWY 259	SMITHVILLE, OKLAHOMA 74957
CARPER, DOYLE	8022 WEST HWY 70	IDABEL, OKLAHOMA 74745
CARPER, KAREN S WILLIAM R	410 IBIS RD	IDABEL, OKLAHOMA 74745
VARGAS, LUCILLE ROBINSON ETAL	7802 MERITO AVE	SAN BERNADINO, CALIFORNIA 92410
CHAPEL OF THE PINES CHURCH	P.O. BOX 354	BROKEN BOW, OKLAHOMA 74728
CKM INVESTMENTS LLC	788 SWIFT LOOP	BROKEN BOW, OKLAHOMA 74728
CLABORN, MATTHEW TARA L	3713 RIDGECREST AVE	ROWLETT, TEXAS 75088
CRESS, JANET K	75 GOLF COURSE RD	BROKEN BOW, OKLAHOMA 74728-6570
CUNNINGHAM DUNCAN LLC	888 FM 2216	HONEY GROVE, TEXAS 75446
DANIELS, MICHAEL	P O BOX 931	HUGO, OKLAHOMA 74723
DI DOMENICO, KRISTIN M ANDREW	75 WEST LEVERING MILL ROAD	BALA CYNWYD, PENNSYLVANIA 19004
EAGLE MOUNTAIN LAND, DEVELOPMENT CORPORATION	724 LOWELL STREET	DALLAS, TEXAS 75214
ELLIOTT, CHAD BRITNEY ELLIOTT	555 ESTATES DRIVE	LEWISVILLE, TEXAS 75077
ELV PROPERTY HOLDINGS, LLC	350 HAWKINS RUN RD, SUITE 100	MIDLOTHIAN, TEXAS 76065
FIRST BANK TRUST BROKEN BOW	710 S PARK DRIVE	BROKEN BOW, OKLAHOMA 74728
FLAWLESS WELLNESS LLC	P O BOX 43	EAGLETOWN, OKLAHOMA 74734
FOSTER, PHILLIP F.	7899 PETER BONNER RD	HALLSVILLE, TEXAS 75650
GPM PORTFOLIO OWNER, LLC	1410 COMMONWEALTH DR STE 202	WILMINGTON, NORTH CAROLINA 28403
GREEN HUB LLC	9905 S PENNSYLVANIA AVE SUITE	OKLAHOMA CITY, OKLAHOMA 73159
GREEN, RAYBURN L SELMA I	PO BOX 24	LAVACA, ARKANSAS 72941
HAUS, KELLI MICHELLE, TRUSTEE OF	9721 BITTERROOT DR	OAK POINT, TEXAS 75068
HELM, JONAS	P O BOX 683	SULPHUR SPRINGS, TEXAS 75483
HOCHATOWN AMUSEMENTS, LLC	6659 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN DISTILLING CO, LLC	41 N. LUKFATA TRL	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN ORIGINAL, LLC	400 NORTH MAIN	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN SALOON, LLC	4889 S. PARK DR	BROKEN BOW, OKLAHOMA 74728
HOUSE, JOHN S	118 1ST STREET SW	PARIS, TEXAS 75460
IYER, NIKHIL SUBRAMANIAN	25450 BRIGHT CT	ALDIE, VIRGINIA 20105
JACKSON, JIMMY KATHY	208 HOLLY CREEK RD	BROKEN BOW, OKLAHOMA 74728
JKS HOLDINGS, LLC	PO BOX 444	BROKEN BOW, OKLAHOMA 74728
JKTR PROPERTIES LLC	PO BOX 130	SANGER, TEXAS 76266
K H DEVELOPMENT LLC	3809 BUCKINGHAM COURT	BEDFORD, TEXAS 76021
KING, JESSE LINDA SUE	17 OAK LEAF LANE	BROKEN BOW, OKLAHOMA 74728
KLERBOW, DWIGHT	7253 EDGERTON	DALLAS, TEXAS, 75231
LADY DOG PRODUCTIONS, LLC	4870 N US H WY 259	BROKEN BOW, OKLAHOMA 74728
LANE, GARY THERESA	9114 N HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
LBM DEVELOPMENT, LLC	2177 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
LEA, RAY MARGARET	7224 OAK CREEK CT	FT. WORTH, TEXAS 76135-0000
LEMPGES, DONALD KELLY	32600 HAZEL DELL RD	MC LOUD, OKLAHOMA 74851
LITTLES, SCOTTY BRITTANY	83 RED ELM TRAIL	BROKEN BOW, OKLAHOMA 74728
LOBLOLLY ACRES, LLC	2536 NW 32ND ST	OKLAHOMA CITY, OKLAHOMA 73112
LOST CREEK, LLC	P O BOX 143	PATTONVILLE, TEXAS 75468
MC CURTAIN COUNTY NATL BANK	50 PINYON RD	BROKEN BOW, OKLAHOMA 74728
MCR, LLC	10216 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
MEEKS, REGINA	PO BOX 445	BROKEN BOW, OKLAHOMA 74728
MIDKIFF, ROBERT LEE JR	2600 FITZGERALD AVE	MCKINNEY, TEXAS 75071
NICHOLSON, JERRY D SHIRLEY A	PO BOX 286	IDABEL, OKLAHOMA 74745
ODONNELL, JIMMY C SUSAN K	1080 W. MEMORIAL	BROKEN BOW, OKLAHOMA 74728
OXLEY, KEITH T DEANNA L,	100 THORNHILL CR	DOUBLE OAK, TEXAS 75077
PRUETTS FOOD, INC	210 N. MAIN	BROKEN BOW, OKLAHOMA 74728
R D REALTY MASTERS LLC	3853 GREENBRIER DRIVE	FRISCO, TEXAS 75033
RAMIREZ, EDWARD R MARY K	2324 COUNTRY CLUB DR	ODESSA, TEXAS 79762
REED, VOJAI A REV.TRUST	9983 N HWY 259	BROKEN BOW, OKLAHOMA 74728
ROCKET CANARY, LLC	509 HOEL DR	DALLAS, TEXAS 75224
ROSANGELAS HEAVENLY KITCHEN, ON WHEELS LLC	14041 BRADLEY COVE RD	JACKSONVILLE, FLORIDA 32218
SEVEN 7 SEVEN LLC	1725 NW 22ND STREET	OKLAHOMA CITY, OKLAHOMA 73106
SHEARER, KEITH	9627 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
SMITH, CHRIS NICOLE SMITH	81 PINE CONE LANE	BROKEN BOW, OKLAHOMA 74728
STEPHANIAN FAMILY INVESTMENTS	4032 MARQUETTE STREET	DALLAS, TEXAS 75225
STONE KRISTEN PROPERTIES,LLC	P O BOX 1638	IDABEL, OKLAHOMA 74745
STRANGE, HAROLD E ROSE M	367 ROSE LANE	BROKEN BOW, OKLAHOMA 74728
THE GRIT GROUP, LLC	17734 PRESTON RD STE 201	DALLAS, TEXAS 75252
THREE QUARTERS, LLC	1135 S MCKINLEY AVE	OKLAHOMA CITY, OKLAHOMA 73108
TIDWELL, MARY A	147 POST OAK ROAD	BROKEN BOW, OKLAHOMA 74728
VERACE, THOMAS J DEBORAH A	191 HOLLY GROVE RD.	BROKEN BOW, OKLAHOMA 74728
VIRGIN, TAMMY M.	1768 SWEETHOME ROAD	BROKEN BOW, OKLAHOMA 74728
VONDEROSA PROPERTIES, LLC	13010 LAKE TRAIL DR	ARGYLE, TEXAS 76226

WAGNER, EDWARD A BARBARA A	4708 S 70TH E AVE	TULSA, OKLAHOMA 74145
WALTERS BROS DEVELOPMENT LLC	96 WHITE PERCH LANE	BROKEN BOW, OKLAHOMA 74728
WATSON, WAYNE AUSTIN	1664 OAK RIDGE DR	CORINTH, TEXAS 76210
WESTERN FARMERS ELECTRIC CO-OP	PO BOX 429	ANADARKO, OKLAHOMA 73005
WEYERHAEUSER CO ATTN: MELISSA MCCONE	PO BOX 717	CROSSETT, ARKANSAS 71635
WOMACK, SHANE W BETTY JOYCE	6594 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728

Innovative approaches
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PUBLIC INVOLVEMENT SUMMARY REPORT

US-259 ROADWAY IMPROVEMENTS
MCCURTAIN COUNTY
JOB PIECE NUMBER 34333(04)(08)

Prepared for:

OKLAHOMA Transportation

May 2024

Prepared by:

FREESE AND NICHOLS, INC.
3600 NW 138th St., Suite 202
Oklahoma City, OK 73134

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EXECUTIVE SUMMARY

Over the previous four years, Oklahoma Department of Transportation (ODOT) has conducted multiple forms of public involvement regarding proposed improvements to US-259 in Hochatown, which consisted of the following: advisory committee meetings held between July 2021 to October 2021, a conceptual meeting with the advisory committee in June 2022, a community outreach event in October 2022, a public meeting in May 2023, a decision announcement in November 2023, and an open house public meeting in March 2024. This executive summary provides a summary of the public comments received following the announcement of ODOT's selection of the 5-lane configuration and hosting of the open house public meeting.

ODOT announced the selection of the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown on November 15, 2023. ODOT selected the 5-lane configuration based on the following three factors: 1) the Design Engineer recommended a 5-lane configuration for safety and traffic flow purposes, 2) the majority of the general public was in favor of the 5-lane versus the 3-lane configuration, and 3) the Town of Hochatown passed a resolution recommending the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown. On March 26, 2024, an open house public meeting was held in Hochatown, Oklahoma at the Chapel of the Pines Hochatown between 5:00 p.m. and 7:00 p.m. The purpose of the open house public meeting was to present the selected alternative, share findings from the environmental studies, and demonstrate the consideration of all public comments including concerns for parking and pedestrian safety in the proposed improvements design.

The open house public meeting notification flyers with general proposed improvements information and details about the timing and location of the open house public meeting were mailed on March 11, 2024, using the USPS Every Door Direct Mail service to 1,331 addresses along three postal routes adjacent to the proposed improvements. Additionally, meeting notification letters were mailed by USPS and email, on March 11, 2024, to elected officials (federal, state, and local), adjacent property owners, area businesses, and tribal nations. Meeting notification letters were also mailed by USPS and emailed to utilities and resource agencies on March 20, 2024. Four public entities/agencies responded to the notification letters, which are summarized on page 6.

Public involvement for this project followed ODOT's Public Involvement Plan (February 2022) available at Public Involvement Meetings and Hearings (Oklahoma.gov). Review of the 2022 American Community Survey 5-Year-Estimate data for the study area (Hochatown, Census Designed Place) did not indicate the

presence of significant low-income populations in the project vicinity. Review of the EPA Environmental Justice Screen Community Report (0.5-mile buffer around proposed improvements) indicates 31% of the population in the project vicinity is low income, which is lower than the state average. Minority populations are present in the vicinity of the study area. Within the Hochatown Census Designated Place (CDP) 35030, the percentage of the American Indian and Alaska Native Population is higher (10.3%) than the state percentage (7.5%). The percentage of the Hispanic or Latino population within the CDP is lower (2.9%) than the state percentage (11.6%). All populations were considered in outreach methods for the public meetings.

Although signing in was not required, 56 members of the public signed in to the open house public meeting. Demographic information was included on the sign-in sheets. Fourteen attendees were female, 23 attendees were male, and 19 attendees chose not to answer. One attendee was Asian, one attendee was Hispanic, three attendees were Native American, 18 attendees were White, one attendee was White/Native American, and 32 attendees chose not to answer.

With consideration to the 2022 American Community Survey 5-Year Estimates and 2020 Decennial Census data, the known racial composition of the in-house public meeting is nearly representative of the racial composition of Hochatown. Asians are marginally overrepresented (0% in CDP in comparison to 4% at public meeting). Hispanics or Latinos are marginally underrepresented (3% in CDP in comparison to 4% at public meeting). Native Americans are marginally overrepresented (10% in CDP in comparison to 17% at public meeting). Whites are overrepresented (81% in CDP in comparison to 75% at public meeting). Black or African Americans are accurately represented (0% in CDP in comparison to 0% at public meeting). All populations were considered in outreach methods for the public meetings.

During the open house public meeting, layouts of the proposed 5-lane configuration were displayed, and a pre-recorded presentation summarizing the environmental studies conducted for the proposed improvements was played continuously. ODOT staff and the design and permitting consultants were available throughout the open house public meeting to provide information to the public. The public could submit written comments at the open house public meeting or later via mail, email, or voicemail. A website with open house public meeting information was also created to provide the public with a means of reviewing the information online. The website included instructions on methods to provide feedback during the public comment period, held between March 26 and April 9, 2024.

Public Comment Topics and Responses

There were 21 public comments received following the 5-lane configuration announcement in November 2023, and 14 public comments received during the public comment period from March 26 to April 9, 2024. One commenter submitted 2 comments; therefore, 35 comments were received by 34 commenters. Comments often addressed multiple topics.

Topic – Safe Pedestrian Access

Topic Summary: Multiple commenters stated concerns regarding pedestrian safety due to proximity of the roadway to parked cars, pedestrians crossing the 5-lane roadway, and impaired driver visibility due to the 5-lane configuration.

Response: *ODOT is designing the proposed improvements in conformance with national safety standards set by the Federal Highway Administration (FHWA) and ODOT. ODOT is proposing to incorporate sidewalks and crosswalks in the project to improve safe pedestrian access. Additionally, medians are being considered in the design at various locations to increase safety at crosswalks.*

Topic – Parking

Topic Summary: Multiple commenters stated concerns regarding available parking and how the expansion of US-259 would impact existing parking negatively.

Response: *ODOT, in cooperation with the Town of Hochatown, is committed to incorporating community public parking solutions to mitigate parking concerns. Additionally, shuttle drop-off locations are being considered in the design to allow for safe drop-off and pick-up of large groups of pedestrians.*

Topic – Flow of Traffic

Topic Summary: Multiple commenters stated concerns regarding traffic speeds and vehicles turning left across additional lanes of traffic.

Response: *ODOT appreciates your input on safety and speed concerns. The present speed limit varies from 45mph - 65mph through the roadway. ODOT is proposing to reduce the speed limit to a maximum of 45 mph through the area. Additionally, ODOT is designing the proposed improvements in conformance with national safety standards set by the FHWA and ODOT. Additionally, the addition of the center lane allows the driver to help see oncoming traffic. In regard to turning left, the additional lane in each direction will help with traffic congestion, which will allow for increased spacing between signals and interchanges.*

Topic – Traffic Noise Concerns

Topic Summary: Multiple commenters expressed concerns regarding an increase in traffic noise caused by the proposed improvements.

Response: *A traffic noise study was completed for the proposed improvements, and modeling indicates a decrease in future traffic noise for the majority of the roadway due to the proposed reduction in the speed limit. Noise barriers were not considered feasible due to driveway and access requirements.*

Topic – Beauty/Aesthetics

Topic Summary: Multiple commenters stated concerns regarding how the proposed improvements could affect the beauty and aesthetics of Hochatown's rural or "small-town-feel."

Response: *ODOT will continue to review other successful road improvement projects in similar tourist areas (such as Gatlinburg, TN) and collaborate with the community to enhance the aesthetics of the area. Improvements such as vegetated medians at various locations will be considered during the detailed design process to help improve safety, traffic flow, and provide an aesthetic benefit.*

Topic – Property & Business Impacts

Topic Summary: Multiple commenters stated concerns regarding impacts to property and businesses.

Response: *ODOT will maintain access to residences and businesses throughout construction. The proposed roadway improvements are anticipated to be within existing right-of-way to minimize private property impacts. Expansion of US-259 will allow for accommodation of traffic increases associated with the projected future growth of the area. Additionally, ODOT is proposing to incorporate sidewalks and crosswalks to improve safe pedestrian access.*

Topic – Wildlife

Topic Summary: Multiple comments expressed concerns regarding wildlife and potential for increased collisions with deer crossing a wider highway.

Response: *ODOT is considering the strategic placement of signage to warn highway users in areas potentially crossed by wildlife. Based off roadway design criteria, the proposed improvements will have a clear zone of 15-feet from the outer most traveled lane, allowing for additional visibility for wildlife. Additionally, the proposed traffic speed reductions are expected to reduce the severity and frequency of interactions with wildlife.*

Topic – Cost

Topic Summary: Multiple commenters stated concerns regarding the higher cost of the 5-lane alternative, and how additional funding is needed to acquire more ROW to provide a safety zone.

Response: *ODOT selected the 5-lane alternative because it meets traffic demands while remaining sensitive to the needs of the community. ODOT is invested in providing a roadway that meets the present and future needs of the area.*

Topic – Support for Proposed Improvements

Topic Summary: Multiple commenters stated support and approval of the proposed improvements.

Response: *ODOT appreciates your comments and participation in the public involvement process.*

Topic – Questions About Right-of-Way

Topic Summary: Multiple commenters inquired about the location of the present right-of-way and how the proposed improvements would impact their property.

Response: *The proposed US-259 improvements are anticipated to remain within ODOT's present right-of-way to minimize private property impacts. Structures or appurtenances currently built within ODOT's present right-of-way may need to be removed prior to construction but all improvements will be evaluated*

with public use as a consideration. The width of the present right-of-way varies in this area between 65' and 130' from the center line of US-259.

Topic – Question About Turning Movements

Topic Summary: One commenter inquired about how the proposed improvements will impact guests and their ability to turn left at their place of business.

Response: *During construction, ODOT proposes to maintain one lane of travel in each direction and will maintain access to all properties. Additionally, ODOT is committed to maintaining access to all properties adjacent to US-259 in the permanent roadway configuration. During the design process, the two-way left turn lane and median sections will be evaluated for safe and effective placement of left turn bays along the corridor.*

Topic – Design Recommendations

Topic Summary: Multiple commenters provided ODOT with recommendations for the proposed improvements. Recommendations ranged from adding a pedestrian bridge spanning over the highway, grass medians, green spaces, streetlights, large sidewalks, a noise barrier, a guard rail, long turn lanes, flashing lights, speed limit evaluations, adjusting the start and end of project, and grading to reduce need for retaining walls.

Response: *Thank you for recommendations on how we can optimize the proposed improvements to US-259. These recommendations will be considered during the detailed design phase, and ODOT will continue to collaborate with the community during design and construction.*

Topic – Question about Relocation of Mailbox

Topic Summary: One commenter inquired about relocating a mailbox to the same side of the road as their residence/business.

Response: *Thank you for your question. ODOT will coordinate with the local postmaster regarding the safe placement of mailboxes.*

Public Entity/Agency Responses

The following four public entities/agencies responded to the notification letter:

- **The Oklahoma Conservation Commission** responded with a letter by email:

  The Oklahoma Conservation Commission (OCC) appreciates the opportunity to review this ODOT proposal as described in your letter of March 20, 2024. A review was completed using the U.S. Department of Agriculture Soil Survey of McCurtain County and the U.S. Fish and Wildlife Service National Wetland Inventory maps. No hydric soils were indicated within the project boundaries. However, intermittent streams were indicated in multiple locations within the project area. OCC requests construction practices that minimize erosion and soil laden runoff during and following construction activities. In addition, OCC requests adequate cross-sectional drainage and consistent streambed gradient be incorporated at these intermittent steam crossings to minimize short and long-term erosion impacts to adjacent lands.

- **The Oklahoma Department of Environmental Quality (ODEQ)** responded by email.

  In response to your requests on behalf of the Oklahoma Department of Transportation (ODOT), we have completed a general environmental impact review for the project listed below.

  Project

  Letter dated March 20, 2024 - US-259 improvements from South SH-259A to Golf Course Road, State Job Piece 34333 (04)(08), Hochatown, OK (McCurtain County) 34.168, -94.762

  Adverse Environmental Impacts Under DEQ Jurisdiction

  None anticipated for the project.

  Additional Regulatory Considerations

  A. Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater. If you need assistance, please contact DEQ's Stormwater Unit at (405) 702-6100.

  B. It is unclear whether water and wastewater utilities will be affected by these projects. If so, please note that water and wastewater infrastructure projects that will require a construction permit from DEQ's Water Quality Division include the following:

  - *Construction of new water and wastewater treatment facilities;*
  - *Modifications and upgrades to existing facilities;*
  - *Construction of new water distribution and wastewater collection lines;*
  - *Relocation of existing water distribution and wastewater collection lines;*

  Projects that do not require a construction permit include:

  - *Replacement of existing equipment with same type and size equipment;*
  - *Replacement of existing water and wastewater lines with the same size line in the same location.*

  Please contact DEQ's Water Quality Quality Division (Construction Permitting Section) if you have specific questions or need further clarification. Rocky Chen is the manager of this section and can be reached at (405) 702-8140 or rocky.chen@deq.ok.gov.

  C. If USACE determines a Section 404 Permit is required for this project, then you must obtain a Section 401 Water Quality Certification from DEQ. Contact Elena Jigoulina in our Water Quality Division at (405) 702-8200 for questions regarding the 401 Certification.

  Additional recommendations to consider may be found in our guidance document, Additional Recommendations for Your Project.

  For future projects, please include GPS coordinates in decimal degrees (DD.DDDDD) and continue including street addresses, section/township/range, or other location information.

- **The Oklahoma Water Resources Board (OWRB)** responded by email:

  The OWRB permitting staff has reviewed your environmental statement and has found no questions or concerns.

  Please note that if any surface or groundwater is to be used or moved in the completion of this project, a permit through the OWRB may be needed.

- **The Oklahoma Aeronautics Commission** responded by email:

  After reviewing the information provided (attached to this email) ODAA can conclude neither project suite causes an aeronautical hazard to nearby airports.

1.0 OPEN HOUSE PUBLIC MEETING OVERVIEW

1.1 INTRODUCTION

The Oklahoma Department of Transportation (ODOT) announced the selection of the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown on November 15, 2023. ODOT selected the 5-lane configuration based on the following three factors: 1) the Design Engineer recommended a 5-lane configuration for safety and traffic flow purposes, 2) the majority of the general public was in favor of the 5-lane versus the 3-lane configuration, and 3) the Town of Hochatown passed a resolution recommending the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown. Following the announcement of the selection of the 5-lane configuration, ODOT received four questions/inquiries and one letter signed by 17 Hochatown stakeholders. The questions were related to traffic noise and right-of-way, and the letter commented on multiple topics regarding the 5-lane configuration.

ODOT then held an open house public meeting in Hochatown, Oklahoma at the Chapel of the Pines Hochatown on March 26, 2024, between 5:00 p.m. and 7:00 p.m. The purpose of the open house public meeting was to present the selected alternative, share findings from the environmental studies, and demonstrate the consideration of all public comments including concerns for parking and pedestrian safety in the proposed improvements design.

ODOT has conducted other forms of public involvement for the proposed US-259 improvements in Hochatown, consisting of the following: advisory committee meetings held between July 2021 to October 2021, a conceptual meeting with the advisory committee in June 2022, a community outreach event in October 2022, a public meeting in May 2023, a decision announcement in November 2023, and a public meeting in March 2024.

1.2 PROPOSED IMPROVEMENTS

ODOT, in cooperation with the Federal Highway Administration (FHWA), is proposing to expand US-259 to a 5-lane configuration starting 0.12 miles south of the South SH-259A and US-259 intersection, extending north approximately 6 miles to Golf Course Road. The purpose of this US-259 proposed improvements is to increase the safety and operation along the highway. The existing segment of US-259 consists primarily of 2-lanes with variable shoulders and pavement conditions showing deterioration, and it is not functioning in a way that serves the current, and especially, the future capacity needs of an ever-

changing region. A traffic study of the corridor has been completed and from 2017-2020 a 29% increase in traffic (9.5% per year) has occurred in the 3-year window. The 5-lane design configuration has two travel lanes in each direction and a center turn lane or median. Curb and gutter with sidewalks are anticipated for the majority of the project area.

1.3 OPEN HOUSE PUBLIC MEETING

Open house public meeting notification flyers with general proposed improvement information and details about the timing and location of the open house public meeting were mailed on March 11, 2024, using the USPS Every Door Direct Mail service to 1,331 addresses along three postal routes adjacent to the proposed improvements. Additionally, meeting notification letters were mailed by USPS and email on March 11, 2024, to elected officials (federal, state, and local), adjacent property owners, area businesses, and tribal nations. Meeting notification letters were also mailed by USPS and email to utilities and resource agencies on March 20, 2024. Several public entities that have requested ODOT correspondence by email instead of hard copies were emailed a digital copy of the notification letter on March 11, 2024, and March 20, 2024, respectively. The meeting notification letter included a proposed improvements description and information about the open house public meeting. The Agency Solicitation letter also requested that recipients provide input during the public comment period of March 20 through April 9, 2024. A copy of the notification flyer, notification letter, and mailing lists are included in **Appendix A.**

The in-person open house public meeting was held at the Chapel of the Pines Hochatown, 9276 N US-259., Hochatown, OK 74728 on March 26, 2024. The open house public meeting was held as scheduled.

Public involvement for this project followed ODOT's Public Involvement Plan (February 2022) available at Public Involvement Meetings and Hearings (Oklahoma.gov). Review of the 2022 American Community Survey 5-Year-Estimate data for the study area (Hochatown, Census Designed Place) did not indicate the presence of significant low-income populations in the project vicinity. Review of the EPA Environmental Justice Screen Community Report (0.5-mile buffer around proposed improvements) indicates 31% of the population in the project vicinity is low income, which is lower than the state average. Minority populations are present in the vicinity of the study area. Within the Hochatown Census Designated Place (CDP) 35030, the percentage of the American Indian and Alaska Native Population is higher (10.3%) than the state percentage (7.5%). The percentage of the Hispanic or Latino population within the CDP is lower (2.9%) than the state percentage (11.6%). All populations were considered in outreach methods for the public meetings.

Although signing in was not required, 56 members of the public signed in to the open house public meeting. Demographic information was included on the sign-in sheets. Fourteen attendees were female, 23 attendees were male, and 19 attendees chose not to answer. One attendee was Asian, one attendee was Hispanic, three attendees were Native American, 18 attendees were White, one attendee was White/Native American, and 32 attendees chose not to answer.

With consideration to the 2022 American Community Survey 5-Year Estimates and 2020 Decennial Census data, the known racial composition of the in-house public meeting is nearly representative of the racial composition of Hochatown. Asians are marginally overrepresented (0% in CDP in comparison to 4% at public meeting). Hispanics or Latinos are marginally underrepresented (3% in CDP in comparison to 4% at public meeting). Native Americans are marginally overrepresented (10% in CDP in comparison to 17% at public meeting). Whites are overrepresented (81% in CDP in comparison to 75% at public meeting). Black or African Americans are accurately represented (0% in CDP in comparison to 0% at public meeting). All populations were considered in outreach methods for the public meetings.

The sign in sheets, information from the open house public meeting presentation, and handout materials are included in **Appendix B.** The presentation included the following sections:

- **Location Map** – Proposed improvements extent and construction schedule.
- **Proposed Design** – Graphic showing 5-lane configuration.
- **Environmental Consideration** – List of studies conducted following the requirements of the National Environmental Policy Act.
- **Waters and Wetlands**- Summary of waterbody crossings and compliance with Section 404 of the Clean Water Act.
- **Biological Assessment** – Summary of biological assessments and coordination with U.S. Fish and Wildlife Service.
- **Hazardous Materials**- Summary of site assessments to determine potential impacts from hazardous materials or contaminants.
- **Cultural Resources** – Summary of site assessment and coordination with the State Historic Preservation Officer and Oklahoma Archeological Survey.
- **Traffic Noise Study**- Summary of study, general decrease in noise, and acknowledging noise abatement is not feasible.
- **Public Involvement** – Summary of Environmental Justice screening, selection of 5-lane configuration, and ODOT's consideration of public concerns for parking and pedestrian safety.
- **Next Steps**- Description of process moving forward.
- **Submit Your Comments** – Information on how to submit comments about the proposed improvements.

1.4 OPEN HOUSE PUBLIC MEETING WEBSITE

A website with open house public meeting information was created to provide the public with a means of reviewing the information online. The website was accessible through ODOT's Public Meeting webpage *www.odot.org/PublicMeetings*. The website included instructions on methods to provide feedback during the public comment period, held between March 26 and April 9, 2024. Content from the website pages and the posted materials are included in **Appendix C.** The website included the following sections:

- **Open House Public Meeting** – Open house public meeting information and purpose.
- **Overview of Proposed Improvements to US-259** – Existing conditions, proposed improvements, and relevant future projects.
- **Public Involvement Background** – Summary of ODOT's public involvement since July 2021.
- **Environmental Studies** – Summary of environmental and archeological surveys performed.
- **FAQ** – Seven (7) Frequently Asked Questions and ODOT responses.
- **How to Submit a Comment** – Information about comment form due date and the Oklahoma Open Records Act.
- **Comment Form (PDF)** – Information to submit comment form.
- **Phone Number** – Information to talk with a project representative.
- **Special Accommodations** – Information to request accommodation.
- **Additional Materials (PDF Downloads)** – Comment Form, Postcard Invitation, Conceptual Layouts, Handout.

2.0 SUMMARY OF COMMENTS & RESPONSES

2.1 PUBLIC ENTITY/AGENCY RESPONSES

The following four public entities/agencies responded to the notification letter:

- **The Oklahoma Conservation Commission** responded with a letter by email:

  The Oklahoma Conservation Commission (OCC) appreciates the opportunity to review this ODOT proposal as described in your letter of March 20, 2024. A review was completed using the U.S. Department of Agriculture Soil Survey of McCurtain County and the U.S. Fish and Wildlife Service National Wetland Inventory maps. No hydric soils were indicated within the project boundaries. However, intermittent streams were indicated in multiple locations within the project area. OCC requests construction practices that minimize erosion and soil laden runoff during and following construction activities. In addition, OCC requests adequate cross-sectional drainage and consistent streambed gradient be incorporated at these intermittent steam crossings to minimize short and long-term erosion impacts to adjacent lands.

- **The Oklahoma Department of Environmental Quality (ODEQ)** responded by email.

  In response to your requests on behalf of the Oklahoma Department of Transportation (ODOT), we have completed a general environmental impact review for the project listed below.

  Project

  Letter dated March 20, 2024 - US-259 improvements from South SH-259A to Golf Course Road, State Job Piece 34333 (04)(08), Hochatown, OK (McCurtain County) 34.168, -94.762

  Adverse Environmental Impacts Under DEQ Jurisdiction

  None anticipated for the project.

  Additional Regulatory Considerations

  A. *Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater. If you need assistance, please contact DEQ's Stormwater Unit at (405) 702-6100.*

  B. *It is unclear whether water and wastewater utilities will be affected by these projects. If so, please note that water and wastewater infrastructure projects that will require a construction permit from DEQ's Water Quality Division include the following:*

     - *Construction of new water and wastewater treatment facilities;*
     - *Modifications and upgrades to existing facilities;*
     - *Construction of new water distribution and wastewater collection lines;*
     - *Relocation of existing water distribution and wastewater collection lines;*

     Projects that do not require a construction permit include:

     - *Replacement of existing equipment with same type and size equipment;*
     - *Replacement of existing water and wastewater lines with the same size line in the same location.*

     Please contact DEQ's Water Quality Quality Division (Construction Permitting Section) if you have specific questions or need further clarification. Rocky Chen is the manager of this section

and can be reached at (405) 702-8140 or rocky.chen@deq.ok.gov.

C. *If USACE determines a Section 404 Permit is required for this project, then you must obtain a Section 401 Water Quality Certification from DEQ. Contact Elena Jigoulina in our Water Quality Division at (405) 702-8200 for questions regarding the 401 Certification.*

Additional recommendations to consider may be found in our guidance document, Additional Recommendations for Your Project.

For future projects, please include GPS coordinates in decimal degrees (DD.DDDDD) and continue including street addresses, section/township/range, or other location information.

- **The Oklahoma Water Resources Board (OWRB)** responded by email:

  The OWRB permitting staff has reviewed your environmental statement and has found no questions or concerns.

  Please note that if any surface or groundwater is to be used or moved in the completion of this project, a permit through the OWRB may be needed.

- **The Oklahoma Aeronautics Commission** responded by email:

  After reviewing the information provided (attached to this email) ODAA can conclude neither project suite causes an aeronautical hazard to nearby airports.

2.2 PUBLIC COMMENTS

The public comment period was between March 26 to April 9, 2024. However, a letter signed by seventeen (17) stakeholders was received by ODOT in November 2023, following the 5-lane configuration announcement. Three (3) phone calls and one (1) email were also received by ODOT prior to the open house public meeting. These comments are included in the subsequent section. During the public comment period between March 26 to April 9, 14 comments were received by email, mailed comment form, emailed comment form, in-person comment form, and phone call. Of the 35 public comments received, 17 comments were submitted as one letter signed by 17 seventeen stakeholders, seven comments were submitted on the in-person comment form, four comments were submitted as a mailed comment form, one comment was submitted as an emailed comment form, three comments were submitted by email, and three comments were submitted as phone calls. The public comments have been reviewed and grouped together by topic. The topics are summarized with a response for each topic. Comments and phone call summaries are attached as **Appendix D**.

Topic – Safe Pedestrian Access

Topic Summary: Multiple commenters stated concerns regarding pedestrian safety due to proximity of the roadway to parked cars, pedestrians crossing the 5-lane roadway, and impaired driver visibility due to the 5-lane configuration.

Response: *ODOT is designing the proposed improvements in conformance with national safety standards set by the Federal Highway Administration (FHWA) and ODOT. ODOT is proposing to incorporate sidewalks and crosswalks in the project to improve safe pedestrian access. Additionally, medians are being considered in the design at various locations to increase safety at crosswalks.*

Topic – Parking

Topic Summary: Multiple commenters stated concerns regarding available parking and how the expansion of US-259 would impact existing parking negatively.

Response: *ODOT, in cooperation with the Town of Hochatown, is committed to incorporating community public parking solutions to mitigate parking concerns. Additionally, shuttle drop-off locations are being considered in the design to allow for safe drop-off and pick-up of large groups of pedestrians.*

Topic – Flow of Traffic

Topic Summary: Multiple commenters stated concerns regarding traffic speeds and vehicles turning left across additional lanes of traffic.

Response: *ODOT appreciates your input on safety and speed concerns. The present speed limit varies from 45mph - 65mph through the roadway. ODOT is proposing to reduce the speed limit to a maximum of 45 mph through the area. Additionally, ODOT is designing the proposed improvements in conformance with national safety standards set by the FHWA and ODOT. Additionally, the addition of the center lane allows the driver to help see oncoming traffic. In regard to turning left, the additional lane in each direction will help with traffic congestion, which will allow for increased spacing between signals and interchanges.*

Topic – Traffic Noise Concerns

Topic Summary: Multiple commenters expressed concerns regarding an increase in traffic noise caused by the proposed improvements.

Response: *A traffic noise study was completed for the proposed improvements, and modeling indicates a decrease in future traffic noise for the majority of the roadway due to the proposed reduction in the speed limit. Noise barriers were not considered feasible due to driveway and access requirements.*

Topic – Beauty/Aesthetics

Topic Summary: Multiple commenters stated concerns regarding how the proposed improvements could affect the beauty and aesthetics of Hochatown's rural or "small-town-feel."

Response: *ODOT will continue to review other successful road improvement projects in similar tourist areas (such as Gatlinburg, TN) and collaborate with the community to enhance the aesthetics of the area. Improvements such as vegetated medians at various locations will be considered during the detailed design process to help improve safety, traffic flow, and provide an aesthetic benefit.*

Topic – Property & Business Impacts

Topic Summary: Multiple commenters stated concerns regarding impacts to property and businesses.

Response: *ODOT will maintain access to residences and businesses throughout construction. The proposed roadway improvements are anticipated to be within existing right-of-way to minimize private property impacts. Expansion of US-259 will allow for accommodation of traffic increases associated with the projected future growth of the area. Additionally, ODOT is proposing to incorporate sidewalks and crosswalks to improve safe pedestrian access.*

Topic – Wildlife

Topic Summary: Multiple comments expressed concerns regarding wildlife and potential for increased collisions with deer crossing a wider highway.

Response: *ODOT is considering the strategic placement of signage to warn highway users in areas potentially crossed by wildlife. Based off roadway design criteria, the proposed improvements will have a clear zone of 15-feet from the outer most traveled lane, allowing for additional visibility for wildlife. Additionally, the proposed traffic speed reductions are expected to reduce the severity and frequency of interactions with wildlife.*

Topic – Cost

Topic Summary: Multiple commenters stated concerns regarding the higher cost of the 5-lane alternative, and how additional funding is needed to acquire more ROW to provide a safety zone.

Response: *ODOT selected the 5-lane alternative because it meets traffic demands while remaining sensitive to the needs of the community. ODOT is invested in providing a roadway that meets the present and future needs of the area.*

Topic – Support for Proposed Improvements

Topic Summary: Multiple commenters stated support and approval of the proposed improvements.

Response: *ODOT appreciates your comments and participation in the public involvement process.*

Topic – Questions About Right-of-Way

Topic Summary: Multiple commenters inquired about the location of the present right-of-way and how the proposed improvements would impact their property.

Response: *The proposed US-259 improvements are anticipated to remain within ODOT's present right-of-way to minimize private property impacts. Structures or appurtenances currently built within ODOT's present right-of-way may need to be removed prior to construction but all improvements will be evaluated with public use as a consideration. The width of the present right-of-way varies in this area between 65' and 130' from the center line of US-259.*

Topic – Question About Turning Movements

Topic Summary: One commenter inquired about how the proposed improvements will impact guests and their ability to turn left at their place of business.

Response: *During construction, ODOT proposes to maintain one lane of travel in each direction and will maintain access to all properties. Additionally, ODOT is committed to maintaining access to all properties adjacent to US-259 in the permanent roadway configuration. During the design process, the two-way left turn lane and median sections will be evaluated for safe and effective placement of left turn bays along the corridor.*

Topic – Design Recommendations

Topic Summary: Multiple commenters provided ODOT with recommendations for the proposed improvements. Recommendations ranged from adding a pedestrian bridge spanning over the highway, grass medians, green spaces, streetlights, large sidewalks, a noise barrier, a guard rail, long turn lanes, flashing lights, speed limit evaluations, adjusting the start and end of project, and grading to reduce need for retaining walls.

Response: *Thank you for recommendations on how we can optimize the proposed improvements to US-259. These recommendations will be considered during the detailed design phase, and ODOT will continue to collaborate with the community during design and construction.*

Topic – Question about Relocation of Mailbox

Topic Summary: One commenter inquired about relocating a mailbox to the same side of the road as their residence/business.

Response: *Thank you for your question. ODOT will coordinate with the local postmaster regarding the safe placement of mailboxes.*

APPENDIX A
NOTIFICATION MATERIALS AND MAILING LIST

FREESE AND NICHOLS
Innovative approaches
Practical results
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3600 NW 138th Street., Suite 202 + Oklahoma City, Oklahoma 73134 + 405-607-7060 + FAX 817-735-7491 www.freese.com

March 21, 2024

RE: Summary of Notifications for Open House Public Meeting: Improvements to US-259 from South SH-259A to Golf Course Road in McCurtain County on March 26, 2024, Job Piece Number 34333(04)(08).

Dear Ms. Koon:

An Every Door Direct Mail (EDDM) Flyer notifying the public of the upcoming public meeting was sent to the following three postal routes servicing the city of Hochatown in McCurtain County: 74728-H075, 74728-R001, and 74728-R004. They were sent on March 11, 2024at 1:30 pm. The total number of EDDM flyers sent out on the three postal routes is 1,331.

A total of 32 letters notifying Public Officials of the Public Meeting were mailed on March 11, 2024, at 2:00 P.M. from the United States Postal Service Office located at 2304 W. Hefner Rd. Oklahoma City, OK. The letter contained a meeting invitation for the upcoming public meeting. Letters to the involved Tribes were included per Rhonda Fair's request.

There were 2 digital copies of the Public Officials letter sent via email to Oklahoma Transportation Commissioner and the Mayor of Hochatown. These 2 letters were emailed on March 12, 2024.

A total of 165 letters notifying adjacent property and business owners, stakeholders and utilities of the Public Meeting were mailed on March 11, 2024 at 2:00 pm and March 13, 2024 at 3:00 P.M. from the United States Postal Service Office located at 2304 W. Hefner Rd. Oklahoma City, OK. The letter contained a meeting invitation for the upcoming public meeting.

There were 14 digital copies of the stakeholder letter sent via email to board members of the Talimena Scenic Drive Association, Project Advisory Committee, and the Town of Hochatown Trustees. These 14 letters were emailed on March 12, 2024.

A total of 33 Agency Solicitation letters were mailed on March 20, 2024, at 8:20 A.M. from the United States Postal Service Office located at 2304 W. Hefner Rd. Oklahoma City, OK. The letter contained a meeting invitation, as well as a location map of the proposed improvements to US-259.

There were 4 digital copies of Agency Solicitation letters sent via email to the Oklahoma Corporation Commission Manager of Field Operations, DEQ Environmental Review Coordinator, Oklahoma Tourism & Recreation Department Director, and Regional Director of Planning & Environmental Quality for the National Park Service. These letters were emailed on March 20, 2024.

All envelopes were checked to ensure that the enclosures identified were included.

Copies of the letters are attached, including the project location figure submitted with the Agency Solicitation Letter.

Sincerely,

Ben Hagood
Freese and Nichols, Inc.

Open House Public Meeting

Tuesday, March 26, 2024
Chapel of the Pines Hochatown
9276 N US-259
Hochatown, OK 74728
5:00 pm-7:00 pm

Join us!

IMPROVEMENTS TO US-259 IN HOCHATOWN FROM SOUTH SH-259A TO GOLF COURSE ROAD

McCurtain County; JP 34333(04)(08)

The Oklahoma Department of Transportation will host an in-person public meeting on March 26, 2024, at the Chapel of the Pines Hochatown, 9276 N US-259, Hochatown, OK. This is an open house, come-and-go event from 5:00 p.m. to 7:00 p.m. Please join us to learn more about the proposed improvements to US-259 in Hochatown.

Purpose

The purpose of the meeting is to present the selected alternative, share findings from the environmental studies, and demonstrate the consideration of all public comments including concerns for parking and pedestrian safety in the project design.

Project Information

www.odot.org/PublicMeetings

OKLAHOMA Transportation

OKLAHOMA Transportation

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

March 11, 2024

RE: Open House Public Meeting for Improvements to US-259 in Hochatown from South SH-259A to Golf Course Road; ODOT State Job Piece No. 34333(04)(08), McCurtain County

Dear Stakeholders, Property Owners and Utility Owners:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to US-259 in Hochatown. The existing section of US-259 consists of a two-lane highway that will not support the population demands of the growing area. The purpose of the US-259 improvements is to increase safety and operation along the highway. The proposed improvements include widening US-259 to five lanes for approximately six miles through Hochatown from South SH-259A to Golf Course Road.

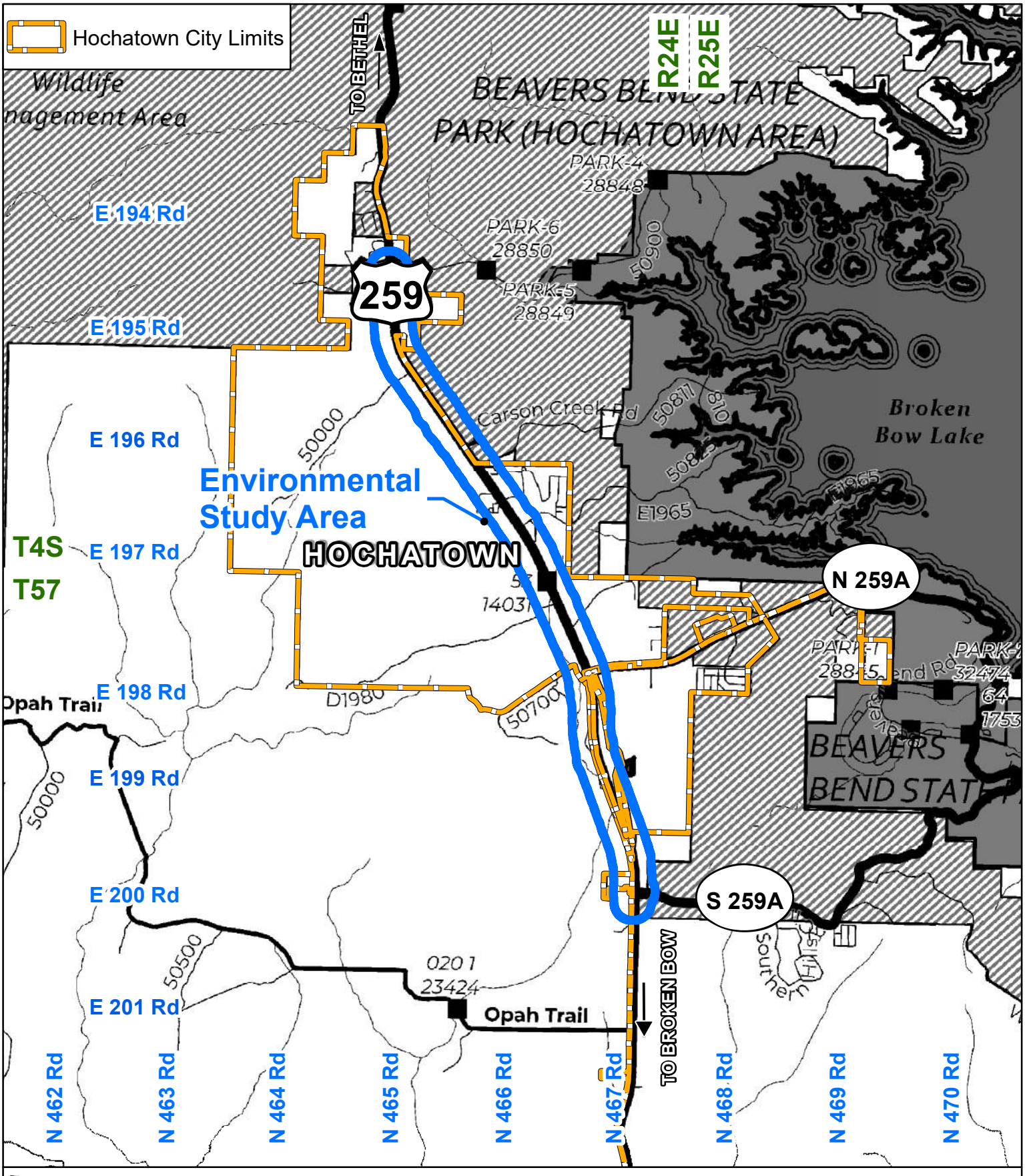
ODOT will host an in-person public meeting on March 26, 2024, from 5:00 pm-7:00 pm with an open house format. This come-and-go event will be held at Chapel of the Pines Hochatown, 9276 N US-259, Hochatown, OK 74728. The purpose of the Open House Public Meeting is to present the selected alternative, share findings from the environmental studies, and demonstrate the consideration of all public comments including concerns for parking and pedestrian safety in the project design. After the public meeting, information about the proposed improvements may be viewed at www.odot.org/PublicMeetings.

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

Respectfully,

Joe Brutsché
Environmental Programs Division Manager

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



McCurtain County

Project Location Map
ODOT JP34333(04)(08)
Improvements to US-259 in Hochatown from South SH-259A to Golf Course Road in McCurtain County
Figure 1

N W E S

0 3,000 6,000
Feet

OKLAHOMA Transportation

NAD 1983 UTM Zone 15N

Business and Adjacent Property Owner List

Name	Mailing Address	City, State, Zip
AMY'S MACARONS	1001 SAND RIDGE RD.	HAWORTH, OKLAHOMA 74740
BANDITS ATV & BOAT RENTAL LLC	9160 N. U.S. HWY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND MINING COMPANY	9221 N. HWY 259	BROKEN BOW, OKLAHOMA 74728
BRUTON'S OUTDOORS NORTH	10010 US-259	BROKEN BOW, OKLAHOMA 74728
CRAG CLIMB BEAVERS BEND INDOOR BOULDER GYM	8825 HWY 259 N	BROKEN BOW, OKLAHOMA 74728
DEBBIE ELLIOT- KELLER WILLIAMS	8885 N HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
GRATEFUL HEAD PIZZA OVEN & TAP ROOM	10251 US HWY 259	BROKEN BOW, OKLAHOMA 74728
H2O BAIT TACKLE & MORE	P.O. BOX 310	BROKEN BOW, OKLAHOMA 74728
HOCHA CUP COFFEE CO	1100 MORGAN LANE	BROKEN BOW, OKLAHOMA 4728
HOCHATIME	9231 US-259	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN COFFEE CENTRAL	9981 N US HWY 259 SUITE C	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN PETTING ZOO	9177 US HWY 259 NORTH	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN REAL ESTATE	8819 N US HWY 259, SUITE 2	BROKEN BOW, OKLAHOMA 74728
NEW HOCHATOWN LODGE	6613 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
SHADY OAK RESTAURANT	P.O. BOX 212	BATTIEST, OKLAHOMA 74722
THE MAZE OF HOCHATOWN	510 TRAILRIDGE CIRCLE	HALLSVILLE, TEXAS 75650
THE WILLOW TREE GIFTS AND MORE	9981 N US HIGHWAY 259 SUITE B	BROKEN BOW, OKLAHOMA 74728
WHIP-POOR-WILL CABINS & ORIGINAL FUDGE FACTORY	12667 HIGHWAY 259 NORTH	BROKEN BOW, OKLAHOMA 74728
MY DOLLAR PLUS	8929 HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
ROCK BOTTOM BOYZ BBQ	P.O. BOX 253	BROKEN BOW, OKLAHOMA 74728
HILLTOP HARDWARE AND LUMBER LLC	8873 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
THE GALLERY AT HOCHATOWN	7506 COTTONWOOD COURT	GARLAND, TEXAS 75044
HOCHATOWN SWAMP BOOGER MERCANTILE	8891 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
KANNA KURES DISPENSARY	8879 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
SOVERIEGN TITLE SERVICES	8815 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
HOCHACABINS MANAGEMENT & RENTALS	6773 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN SALOON	28 OLD HOCHATOWN RD	BROKEN BOW, OKLAHOMA 74728
SHELL	9914 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
EZ MART	10053 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND BREWERY	44 COHO RD	BROKEN BOW, OKLAHOMA 74728
THE EAT OUT	5 COHO RD	BROKEN BOW, OKLAHOMA 74728
THE BLUE ROOSTER	10235 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
BIG FOOT SPEEDWAY	164 GREENLING RD	BROKEN BOW, OKLAHOMA 74728
STEVENS GAP RESTAURANT	9955 US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
OLD WEST TOWN TOYS AND GIFTS	9127 US 259	BROKEN BOW, OKLAHOMA 74728
OLD WEST TOWN MINI GOLD	9123 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
LIQUOR STATION	15 OAK LEAF LN	BROKEN BOW, OKLAHOMA 74728
ABENDIGO'S GRILL & PATIO	10050 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND LODGING	6261 N. US HWY 259	BROKEN BOW, OKLAHOMA 74728
BEAVERS BEND LUXURY CABIN RENTALS	9301 N. US HWY 259	BROKEN BOW, OKLAHOMA 74728
ROWDY CABINS BEAVERS BEND RENTALS	1145 COURTNEY LANE	LEWISVILLE, TEXAS 75077
BLUE BEAVER LUXURY CABINS	141 WILDWOOD TRAIL	BROKEN BOW, OKLAHOMA 74728
BROKEN BOW CABIN LODGING	25 WOODLAND CIRCLE	BROKEN BOW, OKLAHOMA 74728
BROKEN BOW VACATION CABINS	33 N LUFKATA TRAIL ROAD	BROKEN BOW, OKLAHOMA 74728
CABINS IN BROKEN BOW	143 CEDAR CREEK CIRCLE	BROKEN BOW, OKLAHOMA 74728
CHIGGER'S BAR AND GRILL	242 STEVENS GAP ROAD	BROKEN BOW, OKLAHOMA 74728
FIRST STATE BANK	129 NORTH LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
FLAWLESS WELLNESS SPA/TREETOP SPA	12227 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
GUTTER CHAOS	25 ORCA ROAD	BROKEN BOW, OKLAHOMA 74728
HEARTPINE HOLLOW CABINS, LLC	121 NORTH LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN ESCAPE GAMES	181 STEVENS GAP RD	BROKEN BOW, OKLAHOMA 74728
JULIAN CONSTRUCTION	50 SPEARFISH ROAD	BROKEN BOW, OKLAHOMA 74728
KNOTTED ROPE WINERY	83 N LUKFATA TRAIL ROAD SUITE B	BROKEN BOW, OKLAHOMA 74728
MOUNTAIN FORK BREWERY	89 N. LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728
SHUCK ME SEAFOOD	83 N LUKFATA TRAIL ROAD	BROKEN BOW, OKLAHOMA 74728
SUNDOWN CABIN RENTALS	502 E CIRCLE DRIVE	BROKEN BOW, OKLAHOMA 74728
SYLVIA MURPHY	38 PINE MEADOW LANE	BROKEN BOW, OKLAHOMA 74728
THE TASTING ROOM	37 N. LUKFATA TRAIL	BROKEN BOW, OKLAHOMA 74728

BAILEY LUMBER COMPANY	P.O. BOX 398	BROKEN BOW, OKLAHOMA 74728
HUBER ENGINEERED WOODS	1070 WEST STATE HIGHWAY 3	BROKEN BOW, OKLAHOMA 74728
LAMBERT LUMBER AND HOME CENTER	880 VETERANS WAY	BROKEN BOW, OKLAHOMA 74728
OUACHITA NATIONAL FOREST SUPERVISOR	PO BOX 1270	HOT SPRINGS, ARKANSAS 71902
MANHATTEN CONSTRUCTION CO.	5601 S 122ND EAST AVE	TULSA, OKLAHOMA 74146
BRUTON'S	P.O. BOX 518	BROKEN BOW, OKLAHOMA 74728
1ST ASSEMBLY OF GOD	P.O. BOX 519	BROKEN BOW, OKLAHOMA 74728
GPSM SOUTHEAST, LLC, C/O GPM	P.O. BOX 5661	BISMARK, NORTH DAKOTA 58506
BRAVO CABIN RENTALS	P.O. BOX 3878	SHAWNEE, OKLAHOMA 74802
P AND L, LLC	P.O. BOX 967	DUNCAN, OKLAHOMA 73534
3C TIMBERIDGE LLC	38225 COMETTI RD.	COALGATE, OKLAHOMA 74538
FIRSTBANK	P.O. BOX 458	ANTLERS, OKLAHOMA 74523
TWIN PINES	68 SPINNER TRAIL	BROKEN BOW, OKLAHOMA 74728
LAND & LAKE PROPERTIES, LLC	P.O. BOX 937	BROKEN BOW, OKLAHOMA 74728
TACOHOMA	1 Carson Creek Rd.	BROKEN BOW, OKLAHOMA 74728
CHOCTAW NATION OF OKLAHOMA	23 HIDDEN LAKE ROAD	BROKEN BOW, OKLAHOMA 74728
CHOCTAW NATION OF OKLAHOMA UTILITY AUTHORITY	P.O. BOX 1550	DURANT, OKLAHOMA 74702
ROUTH DEVELOPMENT, LLC	501 NE LINCOLN	IDABEL, OKLAHOMA 74745
WEYERHAEUSER UTILITIES	220 OCCIDENTAL AVE SOUTH	FEDERAL WAY, WASHINGTON 98104
BODY HARMONY	1211 S BROADWAY ST. APARTMENT #5309	JOSHUA, TEXAS 76058
CROSSLAND INVESTMENTS LLC	1144 N WINDAMERE	DALLAS, TEXAS 75208
HOCHATOWN TRAILS, LLC	618 DORY LN	BROKEN BOW, OKLAHOMA 74728
DOROTHY'S CABIN	1520 S MAIN STREET	BLACKWELL, OKLAHOMA 74631
TIMBER RIDGE BUSINESS PARK LLC	820 SPENCER RD	BROKEN BOW, OKLAHOMA 74728
7IL PROPERTIES LLC	503 N MAIN STREET STE 429	PUEBLO, COLORADO 81003
ANAYA, PAULA ADREA RODRIGUEZ	701 MANCHESTER DR	IDABEL, OKLAHOMA 74745
ANDERSON, STEVE "OLD PURE COUNTRY"	PO BOX 113	BETHEL, OKLAHOMA 74724
B N FAMILY PROPERTIES, LLC	1401 N INDIAN ROAD	IDABEL, OKLAHOMA 74745
BATSON, MICHAEL DALE	P O BOX 246	BROKEN BOW, OKLAHOMA 74728
BLUE MARLIN INV PROP, LLC	44 CR 4291	DEKALB, TEXAS 75559
BROOKS FAMILY PROPERTIES LLC	113 HOMESTEAD CIRCLE	BROKEN BOW, OKLAHOMA 74728
BRW BEVERAGES, INC	46 COHO RD	BROKEN BOW, OKLAHOMA 74728
BURNHAM, MARCIE BRET BURNHAM	2700 FONTAINE PL	EL RENO, OKLAHOMA 73036
CAFFEY, PATRICIA L. LANDON CAFFEY	87 SPINNER TRAIL	BROKEN BOW, OKLAHOMA 74728
CAMP, LINDA AS PR OF THE ESTATES OF	37058 N US HWY 259	SMITHVILLE, OKLAHOMA 74957
CARPER, DOYLE	8022 WEST HWY 70	IDABEL, OKLAHOMA 74745
CARPER, KAREN S WILLIAM R	410 IBIS RD	IDABEL, OKLAHOMA 74745
VARGAS, LUCILLE ROBINSON ETAL	7802 MERITO AVE	SAN BERNADINO, CALIFORNIA 92410
CHAPEL OF THE PINES CHURCH	P.O. BOX 354	BROKEN BOW, OKLAHOMA 74728
CKM INVESTMENTS LLC	788 SWIFT LOOP	BROKEN BOW, OKLAHOMA 74728
CLABORN, MATTHEW TARA L	3713 RIDGECREST AVE	ROWLETT, TEXAS 75088
CRESS, JANET K	75 GOLF COURSE RD	BROKEN BOW, OKLAHOMA 74728-6570
CUNNINGHAM DUNCAN LLC	888 FM 2216	HONEY GROVE, TEXAS 75446
DANIELS, MICHAEL	P O BOX 931	HUGO, OKLAHOMA 74723
DI DOMENICO, KRISTIN M ANDREW	75 WEST LEVERING MILL ROAD	BALA CYNWYD, PENNSYLVANIA 19004
EAGLE MOUNTAIN LAND, DEVELOPMENT CORPORATION	724 LOWELL STREET	DALLAS, TEXAS 75214
ELLIOTT, CHAD BRITNEY ELLIOTT	555 ESTATES DRIVE	LEWISVILLE, TEXAS 75077
ELV PROPERTY HOLDINGS, LLC	350 HAWKINS RUN RD, SUITE 100	MIDLOTHIAN, TEXAS 76065
FIRST BANK TRUST BROKEN BOW	710 S PARK DRIVE	BROKEN BOW, OKLAHOMA 74728
FLAWLESS WELLNESS LLC	P O BOX 43	EAGLETOWN, OKLAHOMA 74734
FOSTER, PHILLIP F.	7899 PETER BONNER RD	HALLSVILLE, TEXAS 75650
GPM PORTFOLIO OWNER, LLC	1410 COMMONWEALTH DR STE 202	WILMINGTON, NORTH CAROLINA 28403
GREEN HUB LLC	9905 S PENNSYLVANIA AVE SUITE	OKLAHOMA CITY, OKLAHOMA 73159
GREEN, RAYBURN L SELMA I	PO BOX 24	LAVACA, ARKANSAS 72941
HAUS, KELLI MICHELLE, TRUSTEE OF	9721 BITTERROOT DR	OAK POINT, TEXAS 75068
HELM, JONAS	P O BOX 683	SULPHUR SPRINGS, TEXAS 75483
HOCHATOWN AMUSEMENTS, LLC	6659 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN DISTILLING CO, LLC	41 N. LUKFATA TRL	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN ORIGINAL, LLC	400 NORTH MAIN	BROKEN BOW, OKLAHOMA 74728
HOCHATOWN SALOON, LLC	4889 S. PARK DR	BROKEN BOW, OKLAHOMA 74728
HOUSE, JOHN S	118 1ST STREET SW	PARIS, TEXAS 75460

IYER, NIKHIL SUBRAMANIAN	25450 BRIGHT CT	ALDIE, VIRGINIA 20105
JACKSON, JIMMY KATHY	208 HOLLY CREEK RD	BROKEN BOW, OKLAHOMA 74728
JKS HOLDINGS, LLC	PO BOX 444	BROKEN BOW, OKLAHOMA 74728
JKTR PROPERTIES LLC	PO BOX 130	SANGER, TEXAS 76266
K H DEVELOPMENT LLC	3809 BUCKINGHAM COURT	BEDFORD, TEXAS 76021
KING, JESSE LINDA SUE	17 OAK LEAF LANE	BROKEN BOW, OKLAHOMA 74728
KLERBOW, DWIGHT	7253 EDGERTON	DALLAS, TEXAS, 75231
LADY DOG PRODUCTIONS, LLC	4870 N US H WY 259	BROKEN BOW, OKLAHOMA 74728
LANE, GARY THERESA	9114 N HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
LBM DEVELOPMENT, LLC	2177 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
LEA, RAY MARGARET	7224 OAK CREEK CT	FT. WORTH, TEXAS 76135-0000
LEMPGES, DONALD KELLY	32600 HAZEL DELL RD	MC LOUD, OKLAHOMA 74851
LITTLES, SCOTTY BRITTANY	83 RED ELM TRAIL	BROKEN BOW, OKLAHOMA 74728
LOBLOLLY ACRES, LLC	2536 NW 32ND ST	OKLAHOMA CITY, OKLAHOMA 73112
LOST CREEK, LLC	P O BOX 143	PATTONVILLE, TEXAS 75468
MC CURTAIN COUNTY NATL BANK	50 PINYON RD	BROKEN BOW, OKLAHOMA 74728
MCR, LLC	10216 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728
MEEKS, REGINA	PO BOX 445	BROKEN BOW, OKLAHOMA 74728
MIDKIFF, ROBERT LEE JR	2600 FITZGERALD AVE	MCKINNEY, TEXAS 75071
NICHOLSON, JERRY D SHIRLEY A	PO BOX 286	IDABEL, OKLAHOMA 74745
ODONNELL, JIMMY C SUSAN K	1080 W. MEMORIAL	BROKEN BOW, OKLAHOMA 74728
OXLEY, KEITH T DEANNA L,	100 THORNHILL CR	DOUBLE OAK, TEXAS 75077
PRUETTS FOOD, INC	210 N. MAIN	BROKEN BOW, OKLAHOMA 74728
R D REALTY MASTERS LLC	3853 GREENBRIER DRIVE	FRISCO, TEXAS 75033
RAMIREZ, EDWARD R MARY K	2324 COUNTRY CLUB DR	ODESSA, TEXAS 79762
REED, VOJAI A REV.TRUST	9983 N HWY 259	BROKEN BOW, OKLAHOMA 74728
ROCKET CANARY, LLC	509 HOEL DR	DALLAS, TEXAS 75224
ROSANGELAS HEAVENLY KITCHEN, ON WHEELS LLC	14041 BRADLEY COVE RD	JACKSONVILLE, FLORIDA 32218
SEVEN 7 SEVEN LLC	1725 NW 22ND STREET	OKLAHOMA CITY, OKLAHOMA 73106
SHEARER, KEITH	9627 N US HWY 259	BROKEN BOW, OKLAHOMA 74728
SMITH, CHRIS NICOLE SMITH	81 PINE CONE LANE	BROKEN BOW, OKLAHOMA 74728
STEPHANIAN FAMILY INVESTMENTS	4032 MARQUETTE STREET	DALLAS, TEXAS 75225
STONE KRISTEN PROPERTIES,LLC	P O BOX 1638	IDABEL, OKLAHOMA 74745
STRANGE, HAROLD E ROSE M	367 ROSE LANE	BROKEN BOW, OKLAHOMA 74728
THE GRIT GROUP, LLC	17734 PRESTON RD STE 201	DALLAS, TEXAS 75252
THREE QUARTERS, LLC	1135 S MCKINLEY AVE	OKLAHOMA CITY, OKLAHOMA 73108
TIDWELL, MARY A	147 POST OAK ROAD	BROKEN BOW, OKLAHOMA 74728
VERACE, THOMAS J DEBORAH A	191 HOLLY GROVE RD.	BROKEN BOW, OKLAHOMA 74728
VIRGIN, TAMMY M.	1768 SWEETHOME ROAD	BROKEN BOW, OKLAHOMA 74728
VONDEROSA PROPERTIES, LLC	13010 LAKE TRAIL DR	ARGYLE, TEXAS 76226
WAGNER, EDWARD A BARBARA A	4708 S 70TH E AVE	TULSA, OKLAHOMA 74145
WALTERS BROS DEVELOPMENT LLC	96 WHITE PERCH LANE	BROKEN BOW, OKLAHOMA 74728
WATSON, WAYNE AUSTIN	1664 OAK RIDGE DR	CORINTH, TEXAS 76210
WESTERN FARMERS ELECTRIC CO-OP	PO BOX 429	ANADARKO, OKLAHOMA 73005
WEYERHAEUSER CO ATTN: MELISSA MCCONE	PO BOX 717	CROSSETT, ARKANSAS 71635
WOMACK, SHANE W BETTY JOYCE	6594 N US HIGHWAY 259	BROKEN BOW, OKLAHOMA 74728

Email Notification List

Title	First Name	Last Name	Salutation	Job Title	Agency	Street	City	State	Mail
	BECKY	HORTON	MS. HORTON	BOARD MEMBER	TALIMENA SCENIC DRIVE ASSOCIATION				EMAIL- bhorton@cityofmena.org
	CASEY	HINES		BOARD MEMBER	TALIMENA SCENIC DRIVE ASSOCIATION				EMAIL- casey.hines@arkansas.gov
	JASON	ARMSTRONG	MR. ARMSTRONG	BOARD MEMBER	TALIMENA SCENIC DRIVE ASSOCIATION				EMAIL- whitewolf1079@gmail.com
	DOC	WATSON	MR. WATSON	BOARD MEMBER	TALIMENA SCENIC DRIVE ASSOCIATION				EMAIL- docwatson1911@gmail.com
	MICHAEL	CATHEY	MR. CATHEY	BOARD MEMBER	TALIMENA SCENIC DRIVE ASSOCIATION				EMAIL- mwcathey@aol.com
	RENO	CRIMS	MR. CRIMS	BOARD MEMBER	TALIMENA SCENIC DRIVE ASSOCIATION				EMAIL- crimsreno@gmail.com
	PASHA	WATSON	MS. WATSON	BOARD MEMBER	TALIMENA SCENIC DRIVE ASSOCIATION				EMAIL- pasha@visitmena.com
MR.	CHRIS	WHITE	MR. WHITE		PROJECT ADVISORY COMMITTEE				COUNTYHWY1@GMAIL.COM
MS.	VICKIE	PATTERSON	MS. PATTERSON		PROJECT ADVISORY COMMITTEE				CITYMGR@PINE-NET.COM
MS.	SHAUNA	WILLIAMS	MS. WILLIAMS		PROJECT ADVISORY COMMITTEE				SLWILLIAMS@CHOCTAWNATION.COM
MR.	ARON	MAIB	MR. MAIB		PROJECT ADVISORY COMMITTEE				ARON.MAIB@TRAVELOK.COM
MR.	JEFF	GIBBS	MR. GIBBS		PROJECT ADVISORY COMMITTEE				JEFF@DARYLTHOMASONTRUCKING.COM
MR.	CHAD	SARGENT	MR. SARGENT		PROJECT ADVISORY COMMITTEE				ABENDIGOS@ICLOUD.COM
MR.	HOWARD	HAGGARD	MR. HAGGARD	TRUSTEE	CITY OF HOCHATOWN				HOCHATOWNTRUST@GMAIL.COM
MR.	TODD	MCDANIEL	MR. MCDANIEL	TRUSTEE	CITY OF HOCHATOWN				HOCHATOWNTRUST@GMAIL.COM
MR.	CHAD	SARGENT	MR. SARGENT	TRUSTEE	CITY OF HOCHATOWN				HOCHATOWNTRUST@GMAIL.COM
MS.	HELEN	HARDEN	MS. HARDEN	CLERK	CITY OF HOCHATOWN				HOCHATOWNTRUST@GMAIL.COM
MR.	CHARLES	WARD	MR. WARD	TREASURER	CITY OF HOCHATOWN				HOCHATOWNTRUST@GMAIL.COM

OKLAHOMA Transportation

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

March 11, 2024

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

RE: Open House Public Meeting for Improvements to US-259 in Hochatown from South SH-259A to Golf Course Road; ODOT State Job Piece No. 34333(04)(08), McCurtain County

Dear Mr. Siddiqi:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to US-259 in Hochatown. The existing section of US-259 consists of a two-lane highway that will not support the population demands of the growing area. The purpose of the US-259 improvements is to increase safety and operation along the highway. The proposed improvements include widening US-259 to five lanes for approximately six miles through Hochatown from South SH-259A to Golf Course Road.

ODOT will host an in-person public meeting on March 26, 2024, from 5:00 pm-7:00 pm with an open house format. This come-and-go event will be held at Chapel of the Pines Hochatown, 9276 N US-259, Hochatown, OK 74728. The purpose of the Open House Public Meeting is to present the selected alternative, share findings from the environmental studies, and demonstrate the consideration of all public comments including concerns for parking and pedestrian safety in the project design. After the public meeting, information about the proposed improvements may be viewed at www.odot.org/PublicMeetings.

Should you have any questions regarding the proposed improvements, please email environment@odot.org, or call 405-325-3269 and leave a detailed message.

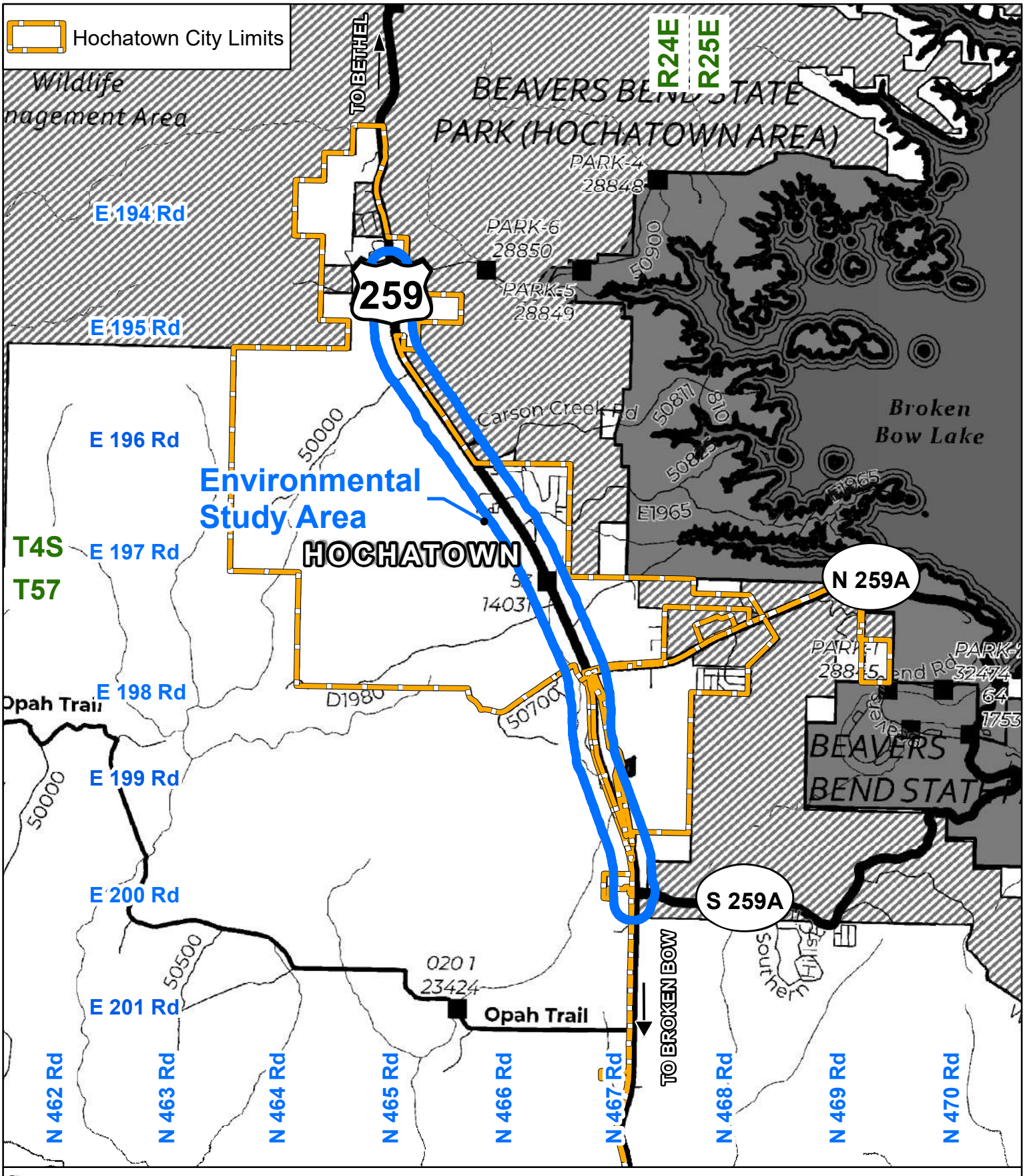
Respectfully,

Joe Brutsché
Environmental Programs Division Manager

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

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

AN EQUAL OPPORTUNITY EMPLOYER



McCurtain County

Project Location Map
ODOT JP34333(04)(08)
Improvements to US-259 in Hochatown from South SH-259A to Golf Course Road in McCurtain County
Figure 1

N W E S

0 3,000 6,000
Feet

OKLAHOMA Transportation

NAD 1983 UTM Zone 15N

List of recipients for Public Officials Meeting Invitation Letter

Title	First Name	Last Name	Salutation	Job Title	Agency	Street	City	State	Zip	Mail
Mr.	Basharat	Siddiqi	Mr. Siddiqi	Division Administrator	Federal Highway Administration (FHWA)	5801 N Broadway Extension, Suite 300	Oklahoma City	Oklahoma	73118	US
Mr.	James	Grimsley	Commissioner Grimsley	District II	Oklahoma Transportation Commissioner	P.O. Box 421	Calera	Oklahoma	74730	US
COMMISSIONER	JOHN	WILLIAMS	COMMISSIONER Williams	MCCURTAIN COUNTY, COMMISSIONER DISTRICT 1		1201 S. PARK DRIVE	BROKEN BOW	OKLAHOMA	74728	Mail
COMMISSIONER	TINA	Foshee-Thomas	COMMISSIONER Foshee-Thomas	MCCURTAIN COUNTY, COMMISSIONER DISTRICT 2		1604 W. MARTIN LUTHER KING	IDABEL	OKLAHOMA	74745	Mail
COMMISSIONER	ROBERT	BECK	COMMISSIONER Beck	MCCURTAIN COUNTY, COMMISSIONER DISTRICT 3		759 N. DALTON	VALLIANT	OKLAHOMA	74764	Mail
The Honorable	Markwayne	Mullin	Senator Mullin	U.S. Senate		3817 NW Expressway #780	Oklahoma City	Oklahoma	73112	US
The Honorable	Markwayne	Mullin	Senator Mullin	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	OKLAHOMA ARCHEOLOGICAL SURVEY	111 EAST CHESAPEAKE, BUILDING 134	NORMAN	OKLAHOMA	73019-5111	Mail
Ms.	KIM	ROSE	Ms. ROSE	EXECUTIVE DIRECTOR	KIAMICHI ECONOMIC DEVELOPMENT DISTRICT OF OK	1002 HIGHWAY 2 NORTH	WILBURTON	OKLAHOMA	74578-0638	Mail
MR.	JOSH	COCKROFT	MR. COCKROFT	OFFICE OF THE GOVERNOR		2300 N. LINCOLN BLVD., STE. 212	OKLAHOMA CITY	OKLAHOMA	73105	Mail
MS.	Darren	Tobey	SUPERINTENDENT Tobey	SUPERINTENDENT OF SCHOOL DISTRICT	BROKEN BOW ISD	108 W. 5TH	BROKEN BOW	OKLAHOMA	74728	Mail
THE HONORABLE	JOSH	BRECHEEN	REPRESENTATIVE BRECHEEN	U.S. HOUSE OF REPRESENTATIVES		1208 Longworth House Office Building	WASHINGTON	DC	20515	Mail
THE HONORABLE	JOSH	BRECHEEN	REPRESENTATIVE BRECHEEN	U.S. HOUSE OF REPRESENTATIVES		223 W PATTI PAGE BOULEVARD	CLAREMORE	OKLAHOMA	7401	Mail
THE HONORABLE	GEORGE	BURNS	SENATOR BURNS	STATE SENATE		2300 N. LINCOLN BLVD., RM. 533	OKLAHOMA CITY	OKLAHOMA	73105	Mail
THE HONORABLE	EDDY	DEMPSEY	REPRESENTATIVE DEMPSEY	STATE REPRESENTATIVE		2300 N. LINCOLN BLVD., RM. 453	OKLAHOMA CITY	OKLAHOMA	73105	Mail
MS.	PATRICIA	GRAHAM	MS. CARTER	COMMISSIONERS' EXECUTIVE ASSISTANT		8 NE 3RD STREET	IDABEL	OKLAHOMA	74745	Mail
SHERIFF	KEVIN	CLARDY	SHERIFF CLARDY	COUNTY SHERIFF	MCCURTAIN COUNTY SHERIFF	200 N. CENTRAL AVE.	IDABEL	OKLAHOMA	74745	Mail
				BROKEN BOW FIRE AND RESCUE DEPARTMENT	CITY OF BROKEN BOW	11 N. MAIN	BROKEN BOW	OKLAHOMA	74728	Mail
				BROKEN BOW POLICE DEPARTMENT	CITY OF BROKEN BOW	215 N. MAIN STREET	BROKEN BOW	OKLAHOMA	74728	Mail
				HOCHATOWN VOLUNTEER FIRE DEPARTMENT	CITY OF HOCHATOWN	P.O. BOX 402	BROKEN BOW	OKLAHOMA	74728	Mail
			ADMINISTRATOR	MCCURTAIN MEMORIAL HOSPITAL		1301 LINCOLN RD.	IDABEL	OKLAHOMA	74745	Mail
			ADMINISTRATOR	MCCURTAIN MEMORIAL URGENT CARE CLINIC		8901 N. HWY 259	HOCHATOWN	OKLAHOMA		Mail
DR.	ANDREA A.	HUNTER	DR. HUNTER	DIRECTOR, TRIBAL HISTORIC PRESERVATION OFFICER	OSAGE NATION	627 GRANDVIEW AVENUE	PAWHUSKA	OKLAHOMA	74056	Mail
MS.	MILLS	LESLIE	MS. LESLIE	ODOT STATEGIC COMMUNICATIONS	OKLAHOMA TRANSPORTATION CABINET	200 NE 21ST ST. ROOM 1A1	OKLAHOMA CITY	OKLAHOMA	73105	or email: SCINBOX@ODOT.ORG
Chairman	Bobby	Gonzalez	Chairman Gonzalez		Caddo Nation	P.O. Box 487	Binger	Oklahoma	73009	Mail
Chief	Gary	Batton	Chief Batton		Choctaw Nation	P.O. Drawer 1210	Durant	Oklahoma	74702	Mail
Principal Chief	Geoffrey	Standing Bear	Principal Chief Standing Bear		Osage Nation	627 Grandview	Pawhuska	Oklahoma	74056	Mail
Chairperson	Wena	Supernaw	Chairperson Supernaw		Quapaw Nation	P.O. Box 765	Quapaw	Oklahoma	74363	Mail
President	Terri	Parton	President Parton		Wichita & Affiliated Tribes	P.O. Box 729	Anadarko	Oklahoma	73005	Mail

Email Notification List

Title	First Name	Last Name	Salutation	Job Title	Agency	Street	City	State	Zip	Mail
MR.	MICHAEL	JUNK	COMMISSIONER JUNK	AT-LARGE MEMBER	OKLAHOMA TRANSPORTATION COMMISSIONER					michaeljunk84@yahoo.com
THE HONORABLE	DIAN	JORDAN	MAYOR JORDAN	MAYOR OF HOCHATOWN	CITY OF HOCHATOWN					djordan@hochatown.gov

OKLAHOMA Transportation

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

March 20, 2024

Mr. Michael Rodriguez
Realty Specialist
Bureau of Land Management
201 Stephenson Parkway, Suite 1200
Norman, Oklahoma 73072-2037

RE: Agency Solicitation for Improvements to US-259 in Hochatown from South SH-259A to Golf Course Road, ODOT State Job Piece No. 34333(04)(08), McCurtain County

Dear Mr. Rodriguez:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to US-259 in Hochatown. Please see the attached location map. The purpose of the US-259 improvements is to increase safety and operation along the highway. The existing section of US-259 consists of a two-lane highway that will not support the population demands of the growing area. The proposed improvements include widening US-259 to five lanes for approximately six miles through Hochatown from South SH-259A to Golf Course Road.

ODOT will host an in-person public meeting on March 26, 2024, from 5:00 pm-7:00 pm with an open house format. This come-and-go event will be held at Chapel of the Pines Hochatown, 9276 N US-259, Hochatown, OK 74728. The purpose of the Open House Public Meeting is to present the selected alternative, share findings from the environmental studies, and demonstrate the consideration of all public comments including concerns for parking and pedestrian safety in the project design. After the public meeting, information about the proposed improvements may be viewed at www.odot.org/PublicMeetings.

To allow for adequate time for evaluation of your comments, please respond by April 9, 2024. Your written comments may be submitted in person at the meeting, in writing to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 NE 21st Street, Oklahoma City, OK 73105, or email to environment@odot.org.

We sincerely appreciate your cooperation in this matter. Should you have any questions regarding the proposed improvements, please contact our authorized consultant Ben Hagood with Freese and Nichols at bsh@freese.com or ODOT's Environmental Project Manager Kathy Koon at 405-746-1930 or KKoon@odot.org.

Respectfully,

Joe Brutsché
Environmental Programs Division Manager

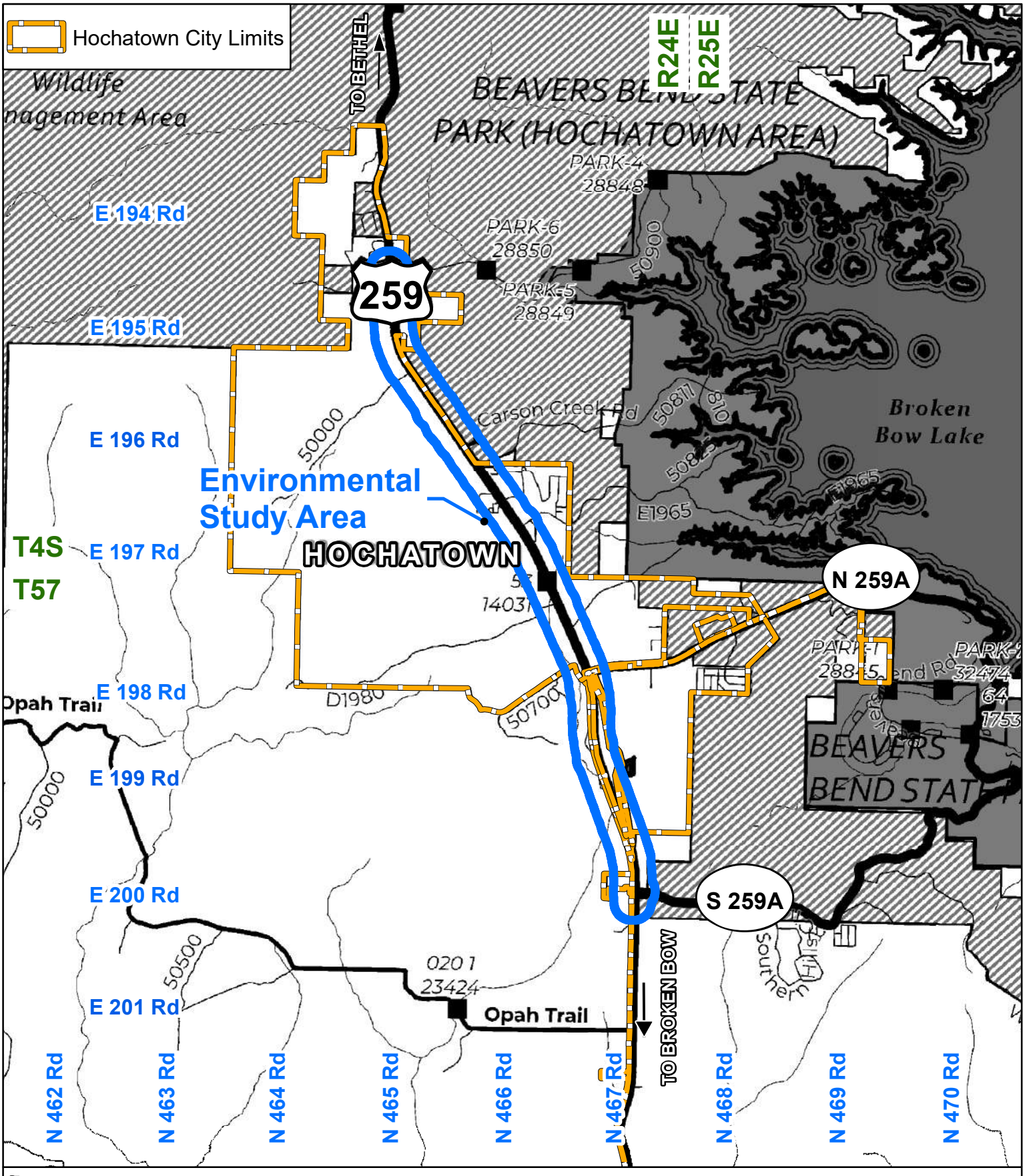
KK/Freese and Nichols Inc.
Enclosures: Location Map

List of recipients for Agency Solicitation Letter

Title	First Name	Last Name	Salutation	Job Title	Agency	Street	City	State	Zip	Mail
MR.	MICHAEL	RODRIGUEZ	MR. RODRIGUEZ	REALTY SPECIALIST	BUREAU OF LAND MANAGEMENT	201 STEPHENSON PARKWAY, SUITE 1200	NORMAN	OKLAHOMA	73072-2037	Mail
MR.	ANDREW	COMMER	MR. COMMER	REGULATORY BRANCH CHIEF	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-4290	Mail
COLONEL	TIMOTHY	HUDSON	COLONEL HUDSON	COMMANDER & DISTRICT ENGINEER	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-4290	Mail
MR.	STEVE	NOLEN	MR. NOLEN	PLANNING & ENVIRONMENTAL (PER) DIVISION	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-4290	Mail
MR.	EDDIE	STREATER	MR. STREATER	REGIONAL DIRECTOR, EASTERN OKLAHOMA REGION	BUREAU OF INDIAN AFFAIRS	P.O. BOX 8002	MUSKOGEE	OKLAHOMA	74402-8002	Mail
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	Mail
MS.	REBECCA	HUNT	MS. HUNT	REGIONAL ENVIRONMENTAL OFFICER	U.S. DEPARTMENT OF THE INTERIOR	1001 INDIAN SCHOOL NW, SUITE 348	ALBUQUERQUE	NEW MEXICO	87104	Mail
MR.	DARRELL	TOWNSEND	MR. TOWNSEND	VICE-PRESIDENT FOR RIVERS OPERATIONS AND WATER QUALITY	GRDA - SCENIC RIVERS OPERATIONS	P.O. BOX 292	TAHLEQUAH	OKLAHOMA	74465-0292	Mail
MS.	SHELLEY	ZUMWALT	SECRETARY ZUMWALT	SECRETARY OF TOURISM, WILDLIFE AND HERITAGE	OKLAHOMA DEPARTMENT OF TOURISM AND RECREATION	2300 N. LINCOLN BLVD SUITE 117	OKLAHOMA CITY	OKLAHOMA	73105	Mail
MR.	WADE	FREE	MR. FREE	INTERIM DIRECTOR	OKLAHOMA DEPARTMENT OF WILDLIFE CONSERVATION	P.O. BOX 53465	OKLAHOMA CITY	OKLAHOMA	73152	Mail
MR.	TREY	LAM	MR. LAM	EXECUTIVE DIRECTOR	OKLAHOMA CONSERVATION COMMISSION	2800 NORTH LINCOLN BLVD., STE. 160	OKLAHOMA CITY	OKLAHOMA	73105	Mail
MS.	JULIE	CUNNINGHAM	MS. CUNNINGHAM	EXECUTIVE DIRECTOR	OKLAHOMA WATER RESOURCES BOARD	3800 NORTH CLASSEN	OKLAHOMA CITY	OKLAHOMA	73118	Mail
DR.	NICK	HAYMAN	DR. Hayman	DIRECTOR	OKLAHOMA GEOLOGICAL SURVEY	100 EAST BOYD, ROOM N-131	NORMAN	OKLAHOMA	73019-0628	Mail
MR.	CODY L.	MCDANIEL	MR. MCDANIEL	EMERGENCY MANAGEMENT DIRECTOR	MCCURTAIN COUNTY EMERGENCY MANAGEMENT	103 NE AVE. A	IDABEL	OKLAHOMA	74745	Mail
MS.	VICKIE	PATTERSON	MS. PATTERSON	CITY MANAGER	CITY OF BROKEN BOW	210 N. BROADWAY STREET	BROKEN BOW	OKLAHOMA	74728	Mail
			TO WHOM IT MAY CONCERN	BEAVERS BEND STATE PARK	BEAVERS BEND STATE PARK	196 STEVENS GAP ROAD	BROKEN BOW	OKLAHOMA	74728	Mail
			TO WHOM IT MAY CONCERN	BROKEN BOW LAKE PROJECT OFFICE	USACE	175 WHITE DOVE LANE	VALLIANT	OKLAHOMA	74764	Mail
			TO WHOM IT MAY CONCERN	OUACHITA NATIONAL FOREST	US FOREST SERVICE	111 OK-259A	BROKEN BOW	OKLAHOMA	74728	Mail
			TO WHOM IT MAY CONCERN	OKLAHOMA FORESTRY SERVICES	OKLAHOMA FORESTRY SERVICES	2800 N. LINCOLN BLVD.	OKLAHOMA CITY	OKLAHOMA	73105	Mail
			TO WHOM IT MAY CONCERN	KIAMICHI RURAL WATER DISTRICT #6	KIAMICHI RURAL WATER DISTRICT #6 (Utility)	P.O. BOX 157	SMITHVILLE	OKLAHOMA	74957	Mail
			TO WHOM IT MAY CONCERN	HOCHATOWN RURAL WATER DISTRICT #5	HOCHATOWN RURAL WATER DISTRICT #5 (Utility)	9180 N US HWY 259	BROKEN BOW	OKLAHOMA	74728	Mail
			TO WHOM IT MAY CONCERN	CHOCTAW ELECTRIC CO-OP	CHOCTAW ELECTRIC CO-OP (Utility)	PO BOX 758	HUGO	OKLAHOMA	74743	Mail
			TO WHOM IT MAY CONCERN	PINE TELEPHONE	PINE TELEPHONE (Utility)	PO BOX 548	BROKEN BOW	OKLAHOMA	74728	Mail
MR.	BRENT	ESPLIN	MR. ESPLIN	REGIONAL DIRECTOR	BUREAU OF RECLAMATION	P.O. BOX 36900	BILLINGS	MONTANA	59107	Mail
DR.	DAVID	WILLIAMS	DR. WILLIAMS	CHIEF - HYDRAULICS & HYDROLOGY BRANCH	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-4290	Mail
MR.	SCOTT	HENDERSON	MR. HENDERSON	CHIEF - WATER MANAGEMENT	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-4290	Mail
MS.	MICHELLE	LAY	MS. LAY	CHIEF - CIVIL DESIGN SECTION	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-4290	Mail
MR.	DAVID	BLACKMORE	MR. BLACKMORE	ENGINEERING BRANCH, INFRASTRUCTURE SECTION	TULSA DISTRICT CORPS OF ENGINEERS	2488 E. 81ST STREET	TULSA	OKLAHOMA	74137-4290	Mail
MR.	GRAYSON	ARDIES	MR. ARDIES	DIRECTOR	OKLAHOMA AERONAUTICS COMMISSION	110 N. ROBINSON, SUITE 200	OKLAHOMA CITY	OKLAHOMA	73102	Mail
COMMISSIONER	BLAYNE	ARTHUR	COMMISSIONER ARTHUR	COMMISSIONER OF AGRICULTURE	OKLAHOMA DEPARTMENT OF AGRICULTURE	P.O. BOX 54298	OKLAHOMA CITY	OKLAHOMA	73105-4298	Mail
MR.	RYAN	WALTERS	SUPERINTENDENT WALTERS	STATE SUPERINTENDENT	STATE DEPARTMENT OF EDUCATION	2500 NORTH LINCOLN BLVD., RM. 121	OKLAHOMA CITY	OKLAHOMA	73105-4599	Mail
MR.	JIMMY	WARD	MR. WARD		NATURAL RESOURCES CONSERVATION SERVICE	2100 SE WASHINGTON, SUITE E	IDABEL	OKLAHOMA	74745	Mail
MR.	CHAD	MARISKA	SECRETARY MARISKA	SECRETARY OF COMMERCE AND WORKFORCE DEPARTMENT, CABINET SECRETARY	OKLAHOMA DEPARTMENT OF COMMERCE	900 NORTH STILES	OKLAHOMA CITY	OKLAHOMA	73104	800.879.6552

Email Notification List

Title	First Name	Last Name	Salutation	Job Title	Agency	Street	City	State	Zip	Mail
MS.	SUE E.	MASICA	MS. MASICA	REGIONAL DIRECTOR - INTERMOUNTAIN REGION OFFICE, PLANNING & ENVIRONMENTAL QUALITY	NATIONAL PARK SERVICE					IMREXTREV@NP
			TO WHOM IT MAY CONCERN	ENVIRONMENTAL REVIEW COORDINATOR	DEQ CUSTOMER ASSISTANCE PROGRAM					ENVREVIEWS@D
MR.	JAMES	TIMBERLAKE	MR. TIMBERLAKE	DIRECTOR, STATE PARKS	OKLAHOMA TOURISM & RECREATION DEPARTMENT					EMAIL - RHONDA.MOORE@TRAVELOK.COM
MR.	BRAD	ICE	MR. ICE	MANAGER OF FIELD OPERATIONS	OKLAHOMA CORPORATION COMMISSION					EMAIL-BRAD.ICE@OCC.OK.GOV and OGAdaOffice@occ.ok.gov



McCurtain County

Project Location Map
ODOT JP34333(04)(08)
Improvements to US-259 in Hochatown from South SH-259A to Golf Course Road in McCurtain County
Figure 1

N W E S

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Feet

OKLAHOMA Transportation

NAD 1983 UTM Zone 15N

APPENDIX B
OPEN HOUSE PUBLIC MEETING MATERIALS AND SIGN-IN SHEETS

OKLAHOMA Transportation

03/26/2024

Improvements to US-259 in Hochatown / McCurtain County / JP 34333(04)(08)

OPEN HOUSE SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☐ Ms. ☒ Mrs. Jenny Droscher		ODOT
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ Female ☐ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Ben Hagood		FNI
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ Female ☐ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Joe Brutsche	200 NE 21st Street Oklahoma City, OK 73105	ODOT Environmental
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☒ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☒ Male ☐ Female ☒ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. DAVID SAULSBERRY	200 NE 21ST ST. OKC, OK 73105	ODOT-ENV.
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☒ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☒ Male ☐ Female ☒ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	
☐ Mr. ☐ Ms. ☑ Mrs. Kathy Koon	200 NE 21st St OKC OK 73105	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☑ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☑ Female ☑ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	

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WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☑ Mr. ☐ Ms. ☐ Mrs. Davidson L Dollar DOllar@ODOT.ORG	42339 Glendale Rd Hove OK 74940 (918)839-4232	ODOT PM Hochatown RCS.
How did you hear about this meeting? ☒ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other Email	*Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Mills Leslie	2040 NW 47th St	ODOT
How did you hear about this meeting? ☑ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. KEN PHILLIPS	200 N E. 21ST ST. OKC, OK 73105	ODOT
How did you hear about this meeting? ☐ Letter ☐ Postcard ☒ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other	*Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Anthony Echelle	ODOT Dist 2	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Cody Hamblin	ODOT Traffic	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ 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. DAVID SMITH hobock98@yahoo.com	PO 644 Antlers, OK 580-271-1081	WSB Eng
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. [signature]		Pine Telephone
How did you hear about this meeting? ☒ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Chris Lee	leec89@yahoo.com	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☒ Facebook ☒ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☒ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☒ Mrs. Crystal Murphy		
How did you hear about this meeting? ☐ Letter ☒ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☒ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Billy Brooks BBMC580@gmail.com	9221 N US Hwy 259 Broken Bow OK	Beaver's Bend Mining Company
How did you hear about this meeting? ☒ Letter ☒ Facebook ☐ Postcard ☐ ODOT Website ☐ Word of Mouth ☐ Other _____	*Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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OPEN HOUSE SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☑ Mr. ☐ Ms. ☐ Mrs. Steve Anderson	PO Box 113 Bethel OK 74724 580 306-1442 Andersonsteve1442@gmail.com	

How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____

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

☒ Mr. ☐ Ms. ☐ Mrs. Daniel Nguyen	13432 Chinaberry Ln Edmond, OK. 73013 (405)512-2117	ODOT

How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☒ Other _____ ☐ Facebook ☐ ODOT Website

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

☐ Mr. ☐ Ms. ☐ Mrs. BRAD BOLLINGER	9231 N. US 259 HOCHATOWN OK 74728	BUSINESS

How did you hear about this meeting? ☒ Letter ☐ Postcard ☐ Word of Mouth ☐ Other _____ ☐ Facebook ☐ ODOT Website

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

☑ Mr. ☐ Ms. ☐ Mrs. CHAD SARGENT	358 Hillcrest Bay Road Broken Bow, OK 74728	Town of Hochatown ABENDIGOS

How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Other Anthony Echols ☐ Facebook ☐ ODOT Website

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

☐ Mr. ☐ Ms. ☐ Mrs. Adam Vossen	172 Albacore Broken Bow, OK 74728	Town of Hochatown

How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Other _____ ☐ Facebook ☐ ODOT Website

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

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☑ Mr. ☐ Ms. ☐ Mrs. Darby Lane	312 Lucky 9th St	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☑ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☒ Male ☐ Female ☐ White ☐ Asian ☐ Hispanic ☐ Black ☑ Native American ☐ Other	
☐ Mr. ☐ Ms. ☒ Mrs. Brianna Oliver	6919 N US Highway 259	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☒ Other Newspaper	*Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☒ Mrs. Steffany Hardaway	6489 N. US Hwy 259	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☒ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☒ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Brad Hardaway	6489 N. US Hwy 259	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☑ Mrs. Nikki Smith	15 Oak Leaf Ln. 580-212-7164	Liquor Station
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☑ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☒ Ms. ☐ Mrs. Melinda Hunt jmelindahunt4@gmail.com	579 Little Creek Ln. 972-898-2324	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☒ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other	*Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. JAMIE DAVIS Jamie.g.davis50@gmail.com	P.O. Box 357 Judson, Tx 75660	The Maze of Hochatown Ch. 1; Dippers Golf Club
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other	*Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Raunel Ortiz rortiz@WSbeng.com		
How did you hear about this meeting? ☐ Letter ☐ Postcard ☒ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other	*Gender/Race [Optional] ☒ Male ☐ White ☒ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Marcus@hochatownfire.org Marcus Salerno	Fire Dept	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☒ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other	*Gender/Race [Optional] ☒ Male ☒ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. Lee Brown		Pine Telephone
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ 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
[X] Mr. [ ] Ms. [ ] Mrs. Paul Green	29 Yellow Brick Drive Stillwater, OK 74074	Freese and Nichols
How did you hear about this meeting? [ ] Letter [ ] Postcard [X] Word of Mouth [ ] Facebook [ ] ODOT Website [ ] Other _____	*Gender/Race [Optional] [X] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[X] Mr. [ ] Ms. [ ] Mrs. Eric Waggoner	15912 Prairie Run Dr Edmond, OK 73013	Freese and Nichols
How did you hear about this meeting? [ ] Letter [ ] Postcard [X] Word of Mouth [ ] Facebook [ ] ODOT Website [ ] Other _____	*Gender/Race [Optional] [X] Male [ ] White [X] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[X] Mr. [ ] Ms. [ ] Mrs. Shawn Davis	PO Box 267 Calumet, OK 73014	ODOT
How did you hear about this meeting? [ ] Letter [ ] Postcard [X] Word of Mouth [ ] Facebook [ ] ODOT Website [ ] Other _____	*Gender/Race [Optional] [X] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[X] Mr. [ ] Ms. [ ] Mrs. Howard Haggard	161 Tahnee Ln. Hochatown 74728	Hochatown Trustee
How did you hear about this meeting? [ ] Letter [ ] Postcard [ ] Word of Mouth [ ] Facebook [ ] ODOT Website [ ] Other _____	*Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[X] Mr. [ ] Ms. [ ] Mrs. Andy King	17 Oak leaf lane Broken Bow OK	
How did you hear about this meeting? [ ] Letter [ ] Postcard [X] Word of Mouth [ ] Facebook [ ] ODOT Website [ ] Other _____	*Gender/Race [Optional] [X] 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. James Grimsley james.grimsley@odot.org	19001 E Hwy 43 Stringtown OK 405-514-3165	ODOT/Commissioner
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☑ Mrs. AmyGilbreath agilbreath@kiamichimed.org	359 Stevens Rd Broken Bow, OK 74728	
How did you hear about this meeting? ☐ Letter ☑ Facebook ☐ Postcard ☐ ODOT Website ☐ Word of Mouth ☐ Other _____	*Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Travis Dill tdill@kedd.org	Redrock OK	Kedd O
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Ed Wagner	4708 S. 70th E Ave Tulsa OK 7445	Cabin owner
How did you hear about this meeting? ☑ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☑ Mrs. Charles & Renee Ward	416 Lucian Sorrell BB, OK 74728	Grand Land Title/ Hochatown Treasurer
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☒ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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Name & Email	Address & Phone Number	Business/Organization
[x] Mr. [ ] Ms. [ ] Mrs. BRIAN TAYLOR	3014 BLACK OAK STILLWATER	ODOT
How did you hear about this meeting? [x] Letter [x] Postcard [x] Word of Mouth [x] Facebook [x] ODOT Website [ ] Other _____	*Gender/Race [Optional] [x] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[ ] Mr. [ ] Ms. [ ] Mrs. Chance Fagett	1211 W Jamaica Millerton OK	ODOT
How did you hear about this meeting? [x] Letter [ ] Postcard [ ] Word of Mouth [ ] Facebook [x] ODOT Website [ ] Other _____	*Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[x] Mr. [ ] Ms. [ ] Mrs. DOUG WERHANE	28 ALBACORE LN HOCHATOWN, OK 74728	
How did you hear about this meeting? [ ] Letter [x] Postcard [x] Word of Mouth [ ] Facebook [ ] ODOT Website [ ] Other _____	*Gender/Race [Optional] [x] Male [x] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[x] Mr. [ ] Ms. [ ] Mrs. JESSE KING	17 OAK LEAF LN. BB 580-224 1221	fishtales Winery
How did you hear about this meeting? [ ] Letter [ ] Postcard [ ] Word of Mouth [ ] Facebook [ ] ODOT Website [ ] Other _____	*Gender/Race [Optional] [ ] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	
[x] Mr. [ ] Ms. [ ] Mrs. Homer Brown	579 Little Creek Lane	N/A
How did you hear about this meeting? [ ] Letter [ ] Postcard [x] Word of Mouth [x] Facebook [ ] ODOT Website [ ] Other _____	*Gender/Race [Optional] [x] Male [ ] White [ ] Hispanic [ ] Native American [ ] Female [ ] Asian [ ] Black [ ] Other	

*This information is requested for Federal record keeping purposes only.

OKLAHOMA Transportation

03/26/2024

Improvements to US-259 in Hochatown / McCurtain County / JP 34333(04)(08)

OPEN HOUSE SIGN-IN SHEET

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(Please Print Clearly)

	Name & Email	Address & Phone Number	Business/Organization
☑ Mr. ☐ Ms. ☑ Mrs.	Keith Caffey PL-caffey@hotmail Patricia Caffey	87 Spinner Broken Bow Ok 74728	Twin Pine Cabins LLC PL_caffey@hotmail.com
How did you hear about this meeting? ☐ Letter ☐ Postcard ☑ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____		*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☑ Ms. ☐ Mrs.	Brenda Walters	96 White Perch Ln Broken Bow OK 74728	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☑ Facebook ☐ ODOT Website ☐ Other _____		*Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☑ Ms. ☐ Mrs.	Laura Lee	2701 Old Corona Dr Austin, TX 78732	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☑ ODOT Website ☐ Other _____		*Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☒ Ms. ☐ Mrs.	Mike Lambert Mary Lambert	2177 N. US Highway 259 Broken Bow OK 74728	LBM Land Development
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☒ Facebook ☐ ODOT Website ☐ Other _____		*Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☑ Mrs.	Melissa Kergosien	334 Chinook Rd Broken Bow, Ok. 74728	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☑ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____		*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

OKLAHOMA Transportation

03/26/2024

Improvements to US-259 in Hochatown / McCurtain County / JP 34333(04)(08)

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☐ Ms. ☐ Mrs. Lost Creek Properties LostCreekProperties.com	903-249-3032	

How did you hear about this meeting? ☑ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____

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

☐ Mr. ☐ Ms. ☐ Mrs. Kevin Perry	Kevin@lostcreekproperties.com	Lost Creek Properties

How did you hear about this meeting? ☐ Letter ☑ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____

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

☑ Mr. ☐ Ms. ☐ Mrs. Tommy McDaniel	33 N Lukfata Trl Rd 903 Broken Bow, OK 74728 580 650-4	

How did you hear about this meeting? ☐ Letter ☑ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____

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

☐ Mr. ☐ Ms. ☐ Mrs. Skip Copeland Shellye Copeland	5 Coho Road BB, OK 918-568-4404	Rolling Fork Inc

How did you hear about this meeting? ☐ Letter ☐ Postcard ☑ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____

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

☐ Mr. ☐ Ms. ☑ Mrs. Wenda Blankenship Wenda@cabinsinbroken bow.com		

How did you hear about this meeting? ☐ Letter ☑ Postcard ☐ Word of Mouth ☑ Facebook ☐ ODOT Website ☐ Other N/A

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

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OKLAHOMA Transportation

03/26/2024

Improvements to US-259 in Hochatown / McCurtain County / JP 34333(04)(08)

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(Please Print Clearly)

Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☐ Ms. ☐ Mrs. Gabriel Elliott	580 212-0653	Hochatown Fire Dept
How did you hear about this meeting? ☒ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☒ Male ☐ White ☐ Hispanic ☒ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. JAMES HUETT	ALTLERS HQ ODOT	ODOT
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Jimmy O'Donnell		
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☑ Other _____	*Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☒ Ms. ☐ Mrs. Dian Jordan	28 Albacore Ln. Hochatown OK 74728	Mayor of Hochatown
How did you hear about this meeting? ☐ Letter ☒ Facebook ☐ Postcard ☐ ODOT Website ☐ Word of Mouth ☐ Other _____	*Gender/Race [Optional] ☐ Male ☒ White ☐ Hispanic ☐ Native American ☒ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs.		
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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OKLAHOMA Transportation

03/26/2024

Improvements to US-259 in Hochatown / McCurtain County / JP 34333(04)(08)

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Name & Email	Address & Phone Number	Business/Organization
☒ Mr. ☐ Ms. ☒ Mrs. Charlotte Hearne Charlotte48@me.com	322 Quaking Aspen Trl Broken Bow, OK 74728	Abendigos

How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____

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

☐ Mr. ☐ Ms. ☑ Mrs. Shara Zimmerman	PO Box 1002 Broken Bow OK 74728	self employed

How did you hear about this meeting? ☐ Letter ☑ Facebook ☐ Postcard ☐ ODOT Website ☐ Word of Mouth ☐ Other _____

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

☐ Mr. ☐ Ms. ☒ Mrs. Charity ODonnell	162 Timberwolf trail Broken Bow OK 74728	

How did you hear about this meeting? ☐ Letter ☐ Facebook ☐ Postcard ☐ ODOT Website ☐ Word of Mouth ☒ Other Mail

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

☐ Mr. ☐ Ms. ☑ Mrs. Mary Ann Dilwell	147 Post Oak Rd Broken Bow OK 74728	

How did you hear about this meeting? ☑ Letter ☐ Facebook ☐ Postcard ☐ ODOT Website ☐ Word of Mouth ☐ Other _____

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

☐ Mr. ☐ Ms. ☐ Mrs.		

How did you hear about this meeting? ☐ Letter ☐ Facebook ☐ Postcard ☐ ODOT Website ☐ Word of Mouth ☐ Other _____

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

*This information is requested for Federal record

OKLAHOMA Transportation

03/26/2024

Improvements to US-259 in Hochatown / McCurtain County / JP 34333(04)(08)

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	Name & Email	Address & Phone Number	Business/Organization
☑ Mr. ☐ Ms. ☐ Mrs.	John H. Crow johncrow4249@gmail.com	212 Bible Academy Rd Ringold OK 74754 580 236 5932	Chapel of the Pines

How did you hear about this meeting?
☐ Letter ☐ Postcard ☐ Word of Mouth
☑ Facebook ☐ ODOT Website ☐ Other _____

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

☐ Mr. ☑ Ms. ☐ Mrs.	LAUREN O'DONLEY	972-800-1117	FNI

How did you hear about this meeting?
☐ Letter ☐ Postcard ☐ Word of Mouth
☐ Facebook ☐ ODOT Website ☐ Other _____

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

☐ Mr. ☐ Ms. ☐ Mrs.			

How did you hear about this meeting?
☐ Letter ☐ Postcard ☐ Word of Mouth
☐ Facebook ☐ ODOT Website ☐ Other _____

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

☐ Mr. ☐ Ms. ☐ Mrs.			

How did you hear about this meeting?
☐ Letter ☐ Postcard ☐ Word of Mouth
☐ Facebook ☐ ODOT Website ☐ Other _____

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

☐ Mr. ☐ Ms. ☐ Mrs.			

How did you hear about this meeting?
☐ Letter ☐ Postcard ☐ Word of Mouth
☐ Facebook ☐ ODOT Website ☐ Other _____

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OKLAHOMA Transportation

03/26/2024

Improvements to US-259 in Hochatown / McCurtain County / JP 34333(04)(08)

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Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☐ Ms. ☐ Mrs. Jason Kennedy JKennedy@oDot.org	918-271-8750	ODOT
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs. Laramie Cochran Laramie_Cochran@lankford.senate.gov	(580) 634-1143	Sen. Lankford's Office
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☑ Mrs. Joan Isham	903-826-293	Weyerhaeuser
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☑ Facebook ☑ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☑ White ☐ Hispanic ☐ Native American ☑ Female ☐ Asian ☐ Black ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. John House	903-715-1340	
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☑ Male ☑ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	
☐ Mr. ☐ Ms. ☐ Mrs.		
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ White ☐ Hispanic ☐ Native American ☐ Female ☐ Asian ☐ Black ☐ Other	

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OKLAHOMA Transportation

03/26/2024

Improvements to US-259 in Hochatown / McCurtain County / JP 34333(04)(08)

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Name & Email	Address & Phone Number	Business/Organization
☐ Mr. ☐ Ms. ☑ Mrs. Jennifer Hankins jhankins@odot.org	405-708-1846	ODOT
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ Female ☐ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	
☒ Mr. ☐ Ms. ☐ Mrs. James Oliver James.P.Oliver@Outlook.com	8919 N US Highway 259 (936)439-7917	Weyerhaeuser
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ Female ☐ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Toby Whitehorn @ LKBENG.com TWhitehorn ~~@LKBENG.com~~		
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ Female ☐ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Chris Smith	150 Oak Leaf Ln 580-212-6764	Liquor Station
How did you hear about this meeting? ☑ Letter ☑ Postcard ☑ Word of Mouth ☑ Facebook ☑ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☑ Male ☐ Female ☑ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	
☑ Mr. ☐ Ms. ☐ Mrs. Glen Adams	~~freese + Nichols~~ 5300 E Skelly, Tulsa, OK	freese + Nichols
How did you hear about this meeting? ☐ Letter ☐ Postcard ☐ Word of Mouth ☐ Facebook ☐ ODOT Website ☐ Other _____	*Gender/Race [Optional] ☐ Male ☐ Female ☐ White ☐ Asian ☐ Hispanic ☐ Black ☐ Native American ☐ Other	

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OKLAHOMA Transportation

03/26/2024

Improvements to US-259 in Hochatown / McCurtain County / JP 34333(04)(08)

MEDIA SIGN-IN SHEET

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NAME	MEDIA AFFILIATION	CONTACT INFORMATION
Bruce Willingham	McCurtain Gazette	286-3321

Summary of Environmental Studies

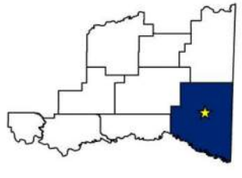
Environmental studies have been performed to identify potential environmental impacts. Environmental scientists and archaeologists conducted surveys and evaluations to determine the potential to impact waters and wetlands, federally listed threatened and endangered species, habitat for protected bird species, hazardous materials, cultural resources, and traffic noise. Additionally, ODOT has hosted multiple public involvement events to engage and inform the community about the proposed improvements and solicit feedback via public comments. A summary of the public involvement background is in the section below.

In regard to the findings from the environmental studies, partly due to the presence of the existing infrastructure and previous disturbance of the proposed construction areas, these projects are not expected to have significant environmental impacts.

Public Involvement Background

- Advisory Committee Meetings: July- October 2021
- Temporary Traffic Signals: June- July 2022
- Conceptual Meeting with Advisory Committee: June 28, 2022
- Community Outreach Event: October 27, 2022
- Public Meeting: May 16, 2023
- Town Resolution No. 2023-7: September 6, 2023
- Announcement of ODOT's selection of the 5-lane configuration: November 15, 2023*

*ODOT announced the selection of the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown on November 15, 2023. ODOT selected the 5-lane configuration based on the following three factors: 1) the Design Engineer recommended a 5-lane configuration for safety and traffic flow purposes, 2) the majority of the general public was in favor of the 5-lane versus the 3-lane configuration, and 3) the Town of Hochatown passed a resolution recommending the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown.



McCurtain County, Oklahoma

ODOT District 2 Engineer:
Anthony Echelle, P.E.

For more information about this project:
(405) 325-3269 | environment@odot.org

Open House Public Meeting

Tuesday, March 26, 2024

IMPROVEMENTS TO US-259 IN HOCHATOWN FROM SOUTH SH-259A TO GOLF COURSE ROAD

McCurtain County; JP 34333(04)(08)

Open House Format

This is a come-and-go event between 5:00 pm and 7:00 pm

Location: Chapel of the Pines Hochatown
9276 N US-259
Hochatown, Oklahoma 74728

Public Meeting

The Oklahoma Department of Transportation is hosting an in-person, open house public meeting to provide information about the proposed US-259 improvements.

Meeting Purpose

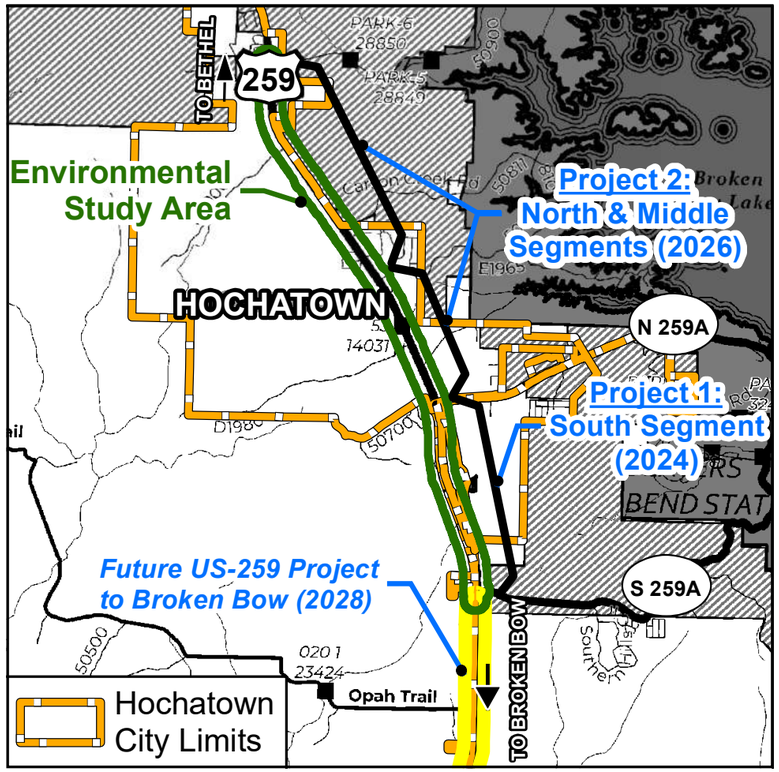
The purpose of the meeting is to present the selected alternative, share findings from the environmental studies, and demonstrate the consideration of all public comments including concerns for parking and pedestrian safety in the project design.

PLEASE PROVIDE YOUR COMMENTS BY APRIL 9, 2024

Please be aware that information that you submit is subject to public disclosure under the Oklahoma Open Records Act.

www.odot.org/publicmeetings

Location Map



Project 1: South Segment
From approximately 0.12 miles south of the South SH-259A and US-259 intersection, extending north approximately 2.28 miles (generally from South SH-259A to North SH-259A)

Project 2: North & Middle Segments
From 8.25 miles north of junction SH-3, extending north 4.00 miles (generally from North SH-259A to Golf Course Road)

Future US-259 Project:
From 0.34 miles north of junction SH-3, extending north approx. 5.9 miles (generally from 5th Street to South SH-259A)

Timeline

*schedule is contingent on funding and subject to change

Overview of Proposed Improvements to US-259

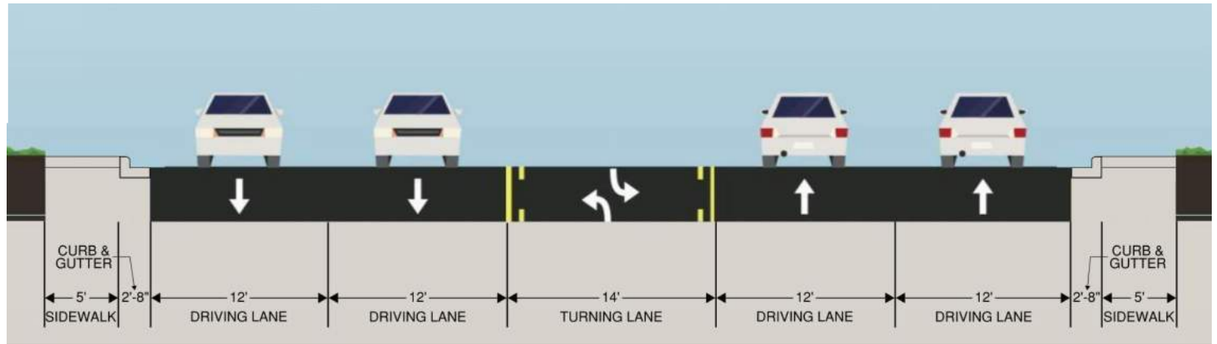
During initial public outreach and preliminary studies, the proposed improvements for the 6 miles of US-259 through Hochatown were described in three areas called South Segment, Middle Segment, and North Segment. For final design and construction, the South Segment is scheduled to proceed first, so it is called “Project 1” in this Open House Public Meeting. Project 1 is from approximately 0.12 miles south of the South SH-259A and US-259 intersection, extending north approximately 2.28 miles (generally from South SH-259A to North SH-259A). Construction for Project 1 is scheduled to begin at the end of 2024.

The areas previously described as the Middle and North Segments are called “Project 2” in this Open House Public Meeting. Project 2 is from 8.25 miles north of junction SH-3, extending north 4.00 miles (generally from North SH-259A to Golf Course Road). Construction of Project 2 is scheduled to begin in 2026.

There is also a future project on US-259 that will be south of Project 1 and extends to Broken Bow. This future project is from 0.34 miles north of junction SH-3, extending north approximately 5.9 miles (generally from 5th Street to South SH-259A), and construction is scheduled to begin in 2028.This future project is not part of the proposed improvements addressed by this Open House Public Meeting.

The selected alternative is a 5-lane configuration, which has two travel lanes in each direction and a center turn lane or median. The public requested pedestrian access improvements in this area, and therefore, ODOT is incorporating sidewalks in the design. A typical section of the 5-lane configuration with sidewalks is shown below.

TYPICAL SECTION



Typical section of curb & gutter design with sidewalks

OKLAHOMA Transportation

Frequently Asked Questions (FAQ) - Improvements to US-259 in Hochatown

1. **Q: What is "Project 1" and when will construction begin?**
   A: The first part of the proposed US-259 improvements is described as Project 1, and it is generally from South SH-295A to North SH-259A. Construction of Project 1 is scheduled to begin at the end of 2024.

2. **Q: What is "Project 2" and when will construction begin?**
   A: The second part of the proposed US-259 improvements is described as Project 2, and it is generally from North SH-259A to Golf Course Road. Construction of Project 2 is scheduled to begin in 2026.

3. **Q: What is the "future US-259 Project" that extends to Broken Bow and when will construction begin?**
   A: The future project on US-259 will be south of Project 1 continuing south towards Broken Bow, generally from South SH-259A to 5th Street). Construction of the future US-259 project is scheduled to begin in 2028.

4. **Q: Is US-259 going to stay open during construction?**
   A: Yes, two travel lanes on US-259 will remain open during construction. Travelers may experience delays and congestion, but ODOT is committed to minimizing disruptions and providing a safe environment for drivers and workers. Access to residences and businesses will be maintained during construction.

5. **Q: How will parking be impacted?**
   A: ODOT is aware that even with the proposed roadway improvements staying with the existing right of way, impacts to parking will occur. ODOT appreciates these concerns and is working with the community and design teams to mitigate parking concerns with improvements such as community parking areas and shuttle drop-off locations.

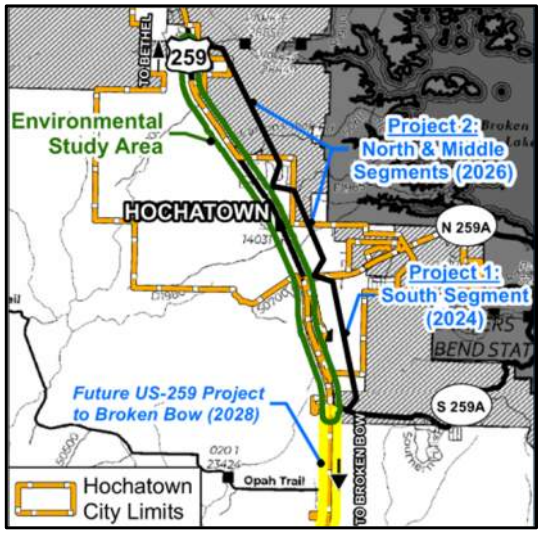
6. **Q: The public has requested improvements to pedestrian access; how is ODOT proposing to provide safe pedestrian access in the design?**
   A: The community provided feedback requesting additional pedestrian access options like sidewalks. As such, ODOT is proposing to include sidewalks as part of the improvements. Safe pedestrian access will also include new crosswalks across US-259.

7. **Q: How is ODOT considering concerns about the 5-lane configuration?**
   A: The majority of the general public favored the 5-lane versus the 3-lane configuration for all six miles of US-259 improvements through Hochatown. Additionally, the Town of Hochatown passed a resolution recommending the 5-lane configuration for all six miles of US-259 improvements through Hochatown. However, ODOT understands there have been public questions and concerns about the 5-lane configuration regarding topics such as safe pedestrian access, parking, beauty/aesthetics, and traffic noise. Below is a summary of how ODOT is working to mitigate those concerns.
   - ***Safe Pedestrian Access:*** *ODOT is proposing to incorporate sidewalks and crosswalks in the project to improve safe pedestrian access. Additionally, medians are being considered in the design at various locations to increase safety at crosswalks.*
   - ***Parking:*** *ODOT is proposing to incorporate community parking areas in the proposed improvements to mitigate parking concerns. Additionally, shuttle drop-off locations are being considered in the design to allow for safe drop-off and pick-up of large groups of pedestrians.*
   - ***Beauty/Aesthetics:*** *ODOT will continue to review other successful road improvement projects in similar tourist areas (such as Gatlinburg, TN) and collaborate with the community to enhance the aesthetics of the area. Improvements such as vegetated medians at various locations could help improve safety, traffic flow, and provide an aesthetic benefit.*
   - ***Traffic Noise:*** *A traffic noise study was completed for the proposed project, and modeling indicates a decrease in future traffic noise for the majority of the roadway due to the proposed reduction in the speed limit. Noise barriers are not proposed in order to maintain driveway access.*

Welcome to the Open House Public Meeting regarding the proposed Improvements to US-259 in Hochatown from South SH-259A to Golf Course Road. I am an environmental scientist from Freese and Nichols who is helping ODOT conduct the environmental review for these proposed improvements.

LOCATION MAP

OKLAHOMA Transportation



This Open House Public Meeting is specifically for the proposed improvements to US-259 through Hochatown, which extends for approximately 6 miles from South SH-259A to Golf Course Road. Environmental studies were conducted for this area, as shown in this location map.

Construction is scheduled to first begin in 2024 at a 2-mile segment located from South SH-259A to North SH-259A. This is known as “Project 1” or “South Segment.”

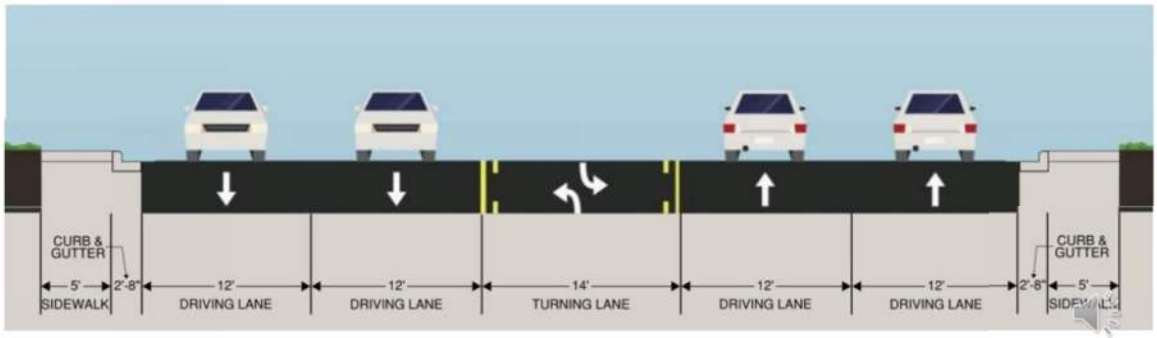
Construction on the 4-miles from North SH-259A to Golf Course Road is scheduled to begin in 2026. This is known as “Project 2” or “North and Middle Segments.”

There is a future US-259 project scheduled to begin in 2028, which extends from 5th Street in Broken Bow to South SH-259A, but that project is not part of this Public Meeting.

PROPOSED DESIGN

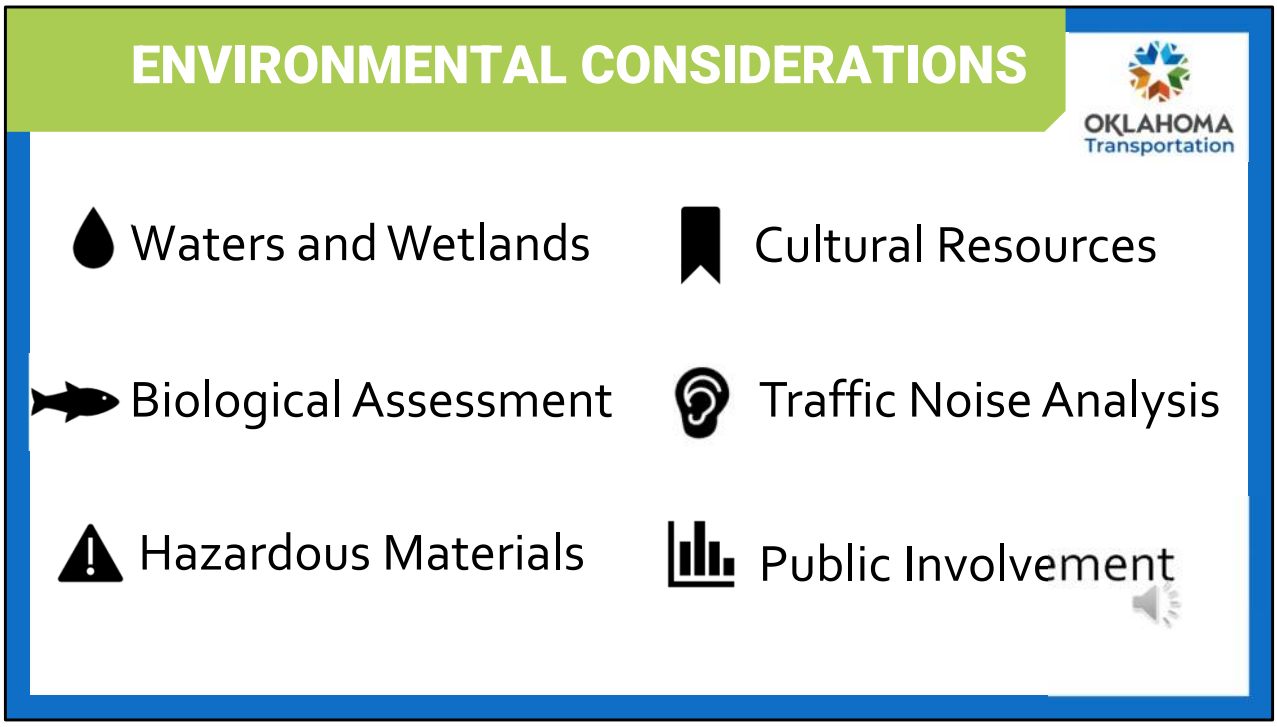
OKLAHOMA Transportation

- 5-lane configuration (two travel lanes in each direction with center turn lane or median)
- The US-259 improvements proposed within existing right-of-way, and access to homes and businesses will remain open during construction



Typical section of curb & gutter design with sidewalks

In November 2023, ODOT announced their selection of a 5-lane configuration for the proposed improvements, which consists of two travel lanes in each direction and a center turning lane or median. The diagram shows a typical section view of a 5-lane configuration with sidewalks. This is a conceptual depiction and is subject to refinements during the design process based on site conditions.



Multiple environmental studies have been conducted following the requirements of the National Environmental Policy Act. These studies considered the potential for the proposed improvements to cause significant environmental impacts. Typical environmental considerations include natural resources (like waterbodies and protected wildlife), the presence of hazardous materials on site, cultural resources (like historic properties or structures), public involvement, and traffic noise impacts. In the next few slides, I'm going to summarize noteworthy findings of various environmental evaluations.

WATERS AND WETLANDS

- No impact to wetlands
- Study area includes the crossing of Yashau Creek, unnamed tributaries of East Fork Lukfata Creek, and unnamed tributaries of East Fork Yukata Creek
- Due to the existing roadway, significant adverse impacts are not expected to occur
- The project has been designed to comply with Nationwide Permit 14 under Section 404 of the Clean Water Act

Photo: Crossing of US-259 over Yashau Creek

A pedestrian survey by environmental scientists was conducted to determine the potential to impact waterbodies, such as streams and wetlands. No wetlands were identified within the study area. There are multiple streams that currently cross US-259 through road culverts. Due to the presence of the existing infrastructure and prior development of proposed construction areas, significant impacts to streams are not expected to occur. The improvements are being designed to meet the terms and conditions of Nationwide Permit 14 Linear Transportation Projects, which includes water quality best management practices to minimize erosion and the release of sediment into the streams during construction.

BIOLOGICAL ASSESSMENT

OKLAHOMA Transportation

- Biological Assessment was completed
- Habitat Survey for protected bird species
- ODOT consulted with the U.S. Fish and Wildlife Service to implement best practices to minimize the potential to impact protected species

Photo: Woodland adjacent to the existing R/W

A biological assessment was conducted by environmental scientists for federally listed threatened and endangered species, as well as habitat surveys for other protected bird species. Due to the previous development within the study area, there was very little potential habitat identified within the proposed limits of construction. ODOT has proposed their standard conservation measures to minimize the potential to impact protected species, and the U.S. Fish and Wildlife Service concurred with ODOT's determinations and proposed measures, so the project may proceed accordingly.

HAZARDOUS MATERIALS

OKLAHOMA Transportation

- A Hazardous Materials Initial Site Assessment / Phase I Environmental Site Assessment was completed
- The assessment was conducted to determine the potential impacts from hazardous materials or contaminants
- No environmental hazards located within the study area
- No additional investigations of hazardous materials are required

Photo: Developed area adjacent to project area

An Initial Site Assessment was conducted to determine the potential impact from hazardous materials or contaminants. There were no recognized environmental conditions located within the study corridor that pose environmental risks. No additional investigations of hazardous materials are required.

CULTURAL RESOURCES

OKLAHOMA Transportation

- A Cultural Resources Survey was conducted, followed by coordination with the State Historic Preservation Officer and Oklahoma Archeological Survey
- The assessment was conducted to determine impacts to historical and archeological resources
- No impacts to protected Cultural Resources are expected
- The Hochatown Cemetery is located adjacent to project but is not within the proposed limits of construction

Photo: Historical marker near Hochatown Cemetery

A cultural resources survey was conducted by professional archeologists, followed by coordination with the State Historic Preservation Officer and Oklahoma Archeological Survey.

They considered the potential to impact historic and archaeological resources. No significant artifacts or materials were found during the survey. The Hochatown Cemetery is located directly adjacent to the project study area but it is outside the proposed limits of construction and is not expected to be impacted.

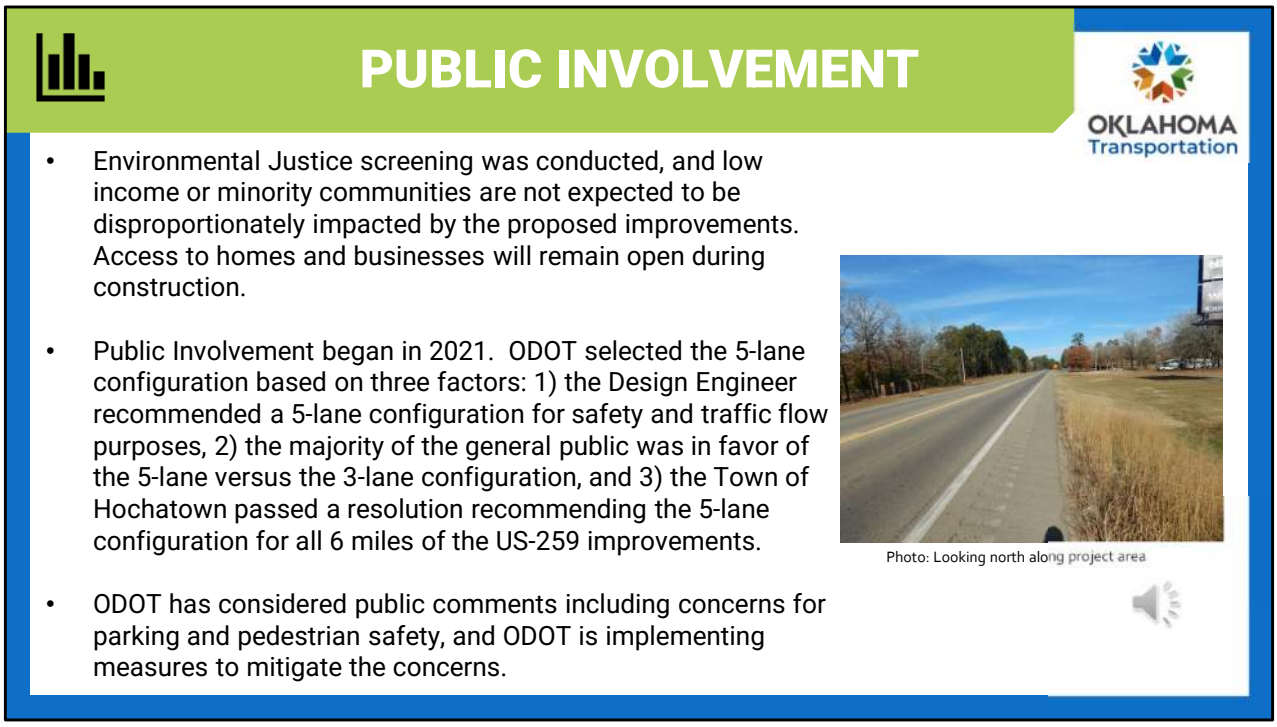
TRAFFIC NOISE STUDY

OKLAHOMA Transportation

- A Traffic Noise Study was completed using the Federal Highway Administration's Traffic Noise Model, version 2.5, including measurements in the field
- It was conducted to determine the potential traffic noise impacts from the project
- Overall, predicted sound levels would generally decrease throughout the project area
- Noise abatement or mitigation measures, such as noise barriers, were determined not feasible and are not proposed

Photo: Noise monitoring being conducted

A Traffic Noise Study was conducted to determine the potential traffic noise impacts from the proposed improvements. The Federal Highway Administration's Traffic Noise Model version 2.5 was used to model and predict future noise levels. Traffic noise measurements were conducted along US-259 to estimate existing conditions and to validate the model. Overall, predicted sound levels would generally decrease throughout the study area due to the proposed reduction in the speed limit, and significant noise impacts would be minor. Noise abatement or mitigation measures, such as noise barriers, were determined not feasible due to driveway and access requirements and are not proposed.



An environmental justice screening review was conducted. The roadway improvements are proposed to remain within existing right-of-way, and access to homes and businesses would remain open during construction. No relocations of residences or businesses are proposed. As such, low-income or minority communities are not expected to be disproportionately impacted by the proposed improvements.

ODOT has conducted Public Involvement events to discuss with the public the proposed US-259 improvements, and this began in 2021. ODOT requested input and feedback about different design configurations and considered the public comments before selecting the 5-lane configuration for all 6 miles. ODOT announced selection of the 5-lane configuration based on the following three factors: 1) the Design Engineer recommended a 5-lane configuration for safety and traffic flow purposes, 2) the majority of the general public was in favor of the 5-lane versus the 3-lane configuration, and 3) the Town of Hochatown passed a resolution recommending the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown.

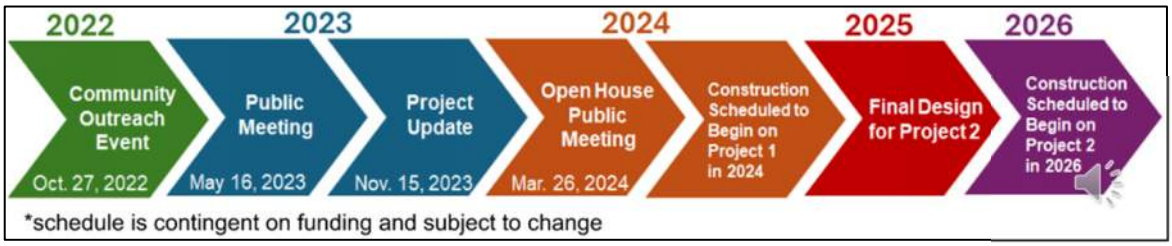
Additionally, ODOT has considered public comments including concerns for parking and pedestrian safety, and as such, ODOT is working with the community and design teams to mitigate parking concerns with improvements such as community parking

areas and shuttle drop-off locations. Safe pedestrian access will also include new crosswalks across US-259.

NEXT STEPS

OKLAHOMA Transportation

- Receive public comments by April 9, 2024
- Summarize public comments with ODOT responses
- Finalize environmental document
- Final design and construction



The next step in the environmental evaluation process is to receive comments from this public meeting. Then we will prepare a public involvement summary report and finalize the environmental documentation for review by the Federal Highway Administration. After that, the design team will proceed to finalize design. Construction is scheduled to first begin on Project 1 in 2024.

Please leave comments about the proposed improvements. There are comment forms that you can fill out at this Public Meeting, or you can email, mail, or leave a voice message as indicated in this slide and at the public comment station. Thank you.

OKLAHOMA Transportation

COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

Improvements to US-259 in Hochatown

McCurtain County, OK **JP34333(04)(08)** *3/26/2024*

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: 04/09/2024
***personal information is optional and will be kept confidential**

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 for improvements to US-259 in Hochatown."

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

By US Mail or ODOT Self Addressed Stamped Envelope:
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 comments received are subject to public disclosure under the Oklahoma Open Records Act.

Comments Continued

IMPROVEMENTS TO US-259 IN HOCHATOWN FROM SOUTH SH-259A TO GOLF COURSE ROAD

WELCOME

OPEN HOUSE PUBLIC MEETING

Share your comments by:
Tuesday, April 9, 2024

OKLAHOMA Transportation

Improvements to US-259 in Hochatown • McCurtain County, OK • JP 34333(04)(08)

Submit Feedback

HOW TO COMMENT

To be documented and considered as part of the US-259 Open House Public Meeting, please provide your comments using any method below by **Tuesday, April 9, 2024**.

IN PERSON
Fill out a comment form

ONLINE
Go to **www.odot.org/PublicMeetings**

or

Scan QR code

Then select "US-259 Hochatown" and follow the links to submit comment

VOICEMAIL
Leave a voicemail at 405.325.3269

EMAIL
environment@odot.org

MAIL
Environmental Programs Division
Oklahoma Department of Transportation 200 N.E. 21st St.
Oklahoma City, OK 73105

APPENDIX C
OPEN HOUSE PUBLIC MEETING WEBSITE MATERIALS

OKLAHOMA Transportation

Improvements to US-259 in Hochatown
JP 34333(04)(08) McCurtain County

Open House Public Meeting | Overview of Proposed Improvements to US-259 | Presentation | Public Involvemenent Background | Environmental Studies | FAQ | How to Submit a Comment | Comment Form (PDF) | Phone Number | Special Accommodations | Additional Materials (PDF Downloads)

Open House Public Meeting

Open House Public Meeting: March 26, 2024, 5:00pm-7:00pm

Location: Chapel of the Pines Hochatown, 9276 N US-259, Hochatown, OK 74728

The Oklahoma Department of Transportation (ODOT) will host an in-person, open house public meeting for the improvements to US-259 in Hochatown. The purpose of the meeting is to present the selected alternative, share findings from the environmental studies, and demonstrate the consideration of all public comments including concerns for parking and pedestrian safety in the project design. The information will be available beginning March 26, 2024, and comments are requested by April 9, 2024.

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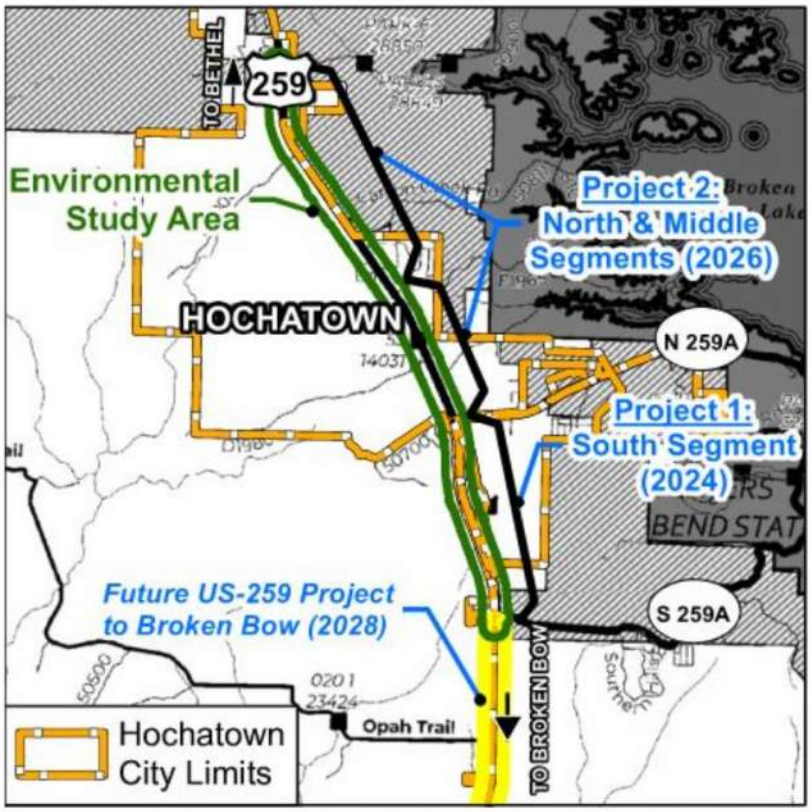
Overview of Proposed Improvements to US-259

ODOT in cooperation with the Federal Highway Administration, proposes to make improvements on US-259 from South SH-259A to Golf Course Road in Hochatown, Oklahoma. The purpose of the proposed improvements is to increase safety and operation along US-259. The existing segment of US-259 consists primarily of 2-lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially, the future needs of an ever-changing region. With the current and upcoming growth in this area, the intent of this project is to improve the roadway to alleviate traffic congestion.

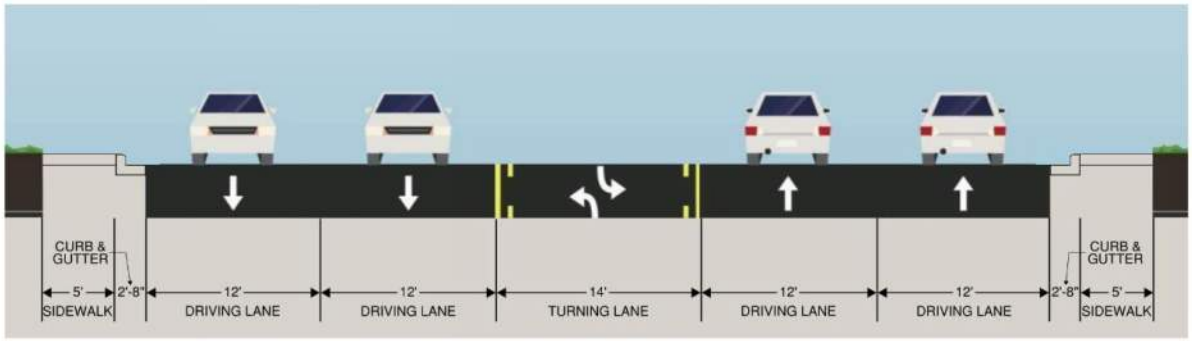
During initial public outreach and preliminary studies, the proposed improvements for the 6 miles of US-259 through Hochatown were described in three areas called South Segment, Middle Segment, and North Segment. For final design and construction, the South Segment is scheduled to proceed first, so it is called "Project 1" in this Open House Public Meeting. Project 1 is from approximately 0.12 miles south of the South SH-259A and US-259 intersection, extending north approximately 2.28 miles (generally from South SH-259A to North SH-259A). Construction for Project 1 is scheduled to begin at the end of 2024.

The areas previously described as the Middle and North Segments are called "Project 2" in this Open House Public Meeting. Project 2 is from 8.25 miles north of junction SH-3, extending north 4.00 miles (generally from North SH-259A to Golf Course Road). Construction of Project 2 is scheduled to begin in 2026.

There is also a future project on US-259 that will be south of Project 1 and extends to Broken Bow. This future project is from 0.34 miles north of junction SH-3, extending north approx. 5.9 miles (generally from 5th Street to South SH-259A), and construction is scheduled to begin in 2028. This future project is not part of the proposed improvements addressed by this Open House Public Meeting.



The selected alternative is a 5-lane configuration, which has two travel lanes in each direction and a center turn lane or median. The public requested pedestrian access improvements in this area, and therefore, ODOT is incorporating sidewalks in the design. A typical section of the 5-lane configuration with sidewalks is shown below.



Typical Section of curb & gutter design with sidewalks

Link to Conceptual Layouts can be found below.
Conceptual Layouts

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Presentation

To view the public meeting presentation, select either the video (with audio) or the PDF document (no audio).
PDF Version

Public Involvement Background

ODOT has every intention to plan, develop, build, and maintain the highway to better accommodate those needs while remaining sensitive to the goals of the local community. In an effort to learn the goals of the local community, individuals were invited to participate in public involvement events. Details about the past public involvement events can be found on ODOT's Public Involvement Meetings and Hearings Website.

* schedule is contingent on funding and subject to change

Advisory Committee Meetings: July- October 2021

An initial advisory committee was formed to discuss the need for improvements to US-259 in Hochatown. Temporary traffic signals were proposed to be implemented at congested intersections.

Temporary Traffic Signals: June- July 2022

Temporary traffic signals were placed in four different intersection locations to alleviate congestion along the roadway. The locations are along US-259 at the intersection crossings of South SH-259A, North SH-295A, Stevens Gap Road, and Sherry Lane.

Conceptual Meeting with Advisory Committee: June 28, 2022

A meeting with the advisory committee of ODOT professionals, engineers and stakeholders was held to discuss the need and initial approach of the project. A traffic count analysis detailing the current and future needs of US-259 was considered.

Community Outreach Event: October 27, 2022

This community outreach event aimed to inform the community about the proposed US-259 project and to provide an opportunity to submit comments prior to the design phase.

Public Meeting: May 16, 2023

This public meeting event presented design alternatives for US-259, including a 3-lane configuration and a 5-lane configuration. The public was encouraged to evaluate the two alternatives and complete a survey for their preference based on a variety of factors including safety, traffic flow, public support, and cost. Evaluations and comments about the two alternatives were recorded, considered, and addressed in the Public Meeting Summary Report.

Resolution No. 2023-7: September 6, 2023

A resolution by the Board of Trustees of the Town of Hochatown, Oklahoma and the Oklahoma Department of Transportation to proceed with the improvements to US-259 within the Town of Hochatown.

Announcement of ODOT's selection of 5-lane configuration: November 15, 2023

ODOT announced the selection of the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown on November 15, 2023. ODOT selected the 5-lane configuration based on the following three factors: 1) the Design Engineer recommended a 5-lane configuration for safety and traffic flow purposes , 2) the majority of the general public was in favor of the 5-lane versus the 3-lane configuration , and 3) the Town of Hochatown passed a resolution recommending the 5-lane configuration for all three segments of the project.

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Environmental Studies

Environmental studies have been performed to identify potential environmental impacts. Environmental scientists and archaeologists conducted surveys and evaluations to determine the potential to impact waters and wetlands, federally listed threatened and endangered species, habitat for protected bid species, hazardous materials, cultural resources, and traffic noise.

In regard to the findings from the environmental studies, partly due to the presence of the existing infrastructure and previous disturbance of the proposed construction areas, these projects are not expected to have significant environmental impacts.

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FAQ

Q: What is "Project 1" and when will construction begin?
A: The first part of the proposed US-259 improvements is described as Project 1, and it is generally from South SH-295A to North SH-259A. Construction of Project 1 is scheduled to begin at the end of 2024.

Q: What is "Project 2" and when will construction begin?
A: The second part of the proposed US-259 improvements is described as Project 2, and it is generally from North SH-259A to Golf Course Road. Construction of Project 2 is scheduled to begin in 2026.

Q: What is the "future US-259 Project" that extends to Broken Bow and when will construction begin?
A: The future project on US-259 will be south of Project 1 continuing south towards Broken Bow, generally from South SH-259A to 5th Street. Construction of the future US-259 project is scheduled to begin in 2028.

Q: Is US-259 going to stay open during construction?
A: Yes, two travel lanes on US-259 will remain open during construction. Travelers may experience delays and congestion, but ODOT is committed to minimizing disruptions and providing a safe environment for drivers and workers. Access to residences and businesses will be maintained during construction.

Q: How will parking be impacted?
A: ODOT is aware that even with the proposed roadway improvements staying with the existing right of way, impacts to parking will occur. ODOT appreciates these concerns and is working with the community and design teams to mitigate parking concerns with improvements such as community parking areas and shuttle drop-off locations.

Q: The public has requested improvements to pedestrian access; how is ODOT proposing to provide safe pedestrian access in the design?
A: The community provided feedback requesting additional pedestrian access options like sidewalks. As such, ODOT is proposing to include sidewalks as part of the improvements. Safe pedestrian access will also include new crosswalks across US-259.

Q: How is ODOT considering concerns about the 5-lane configuration?
A: The majority of the general public favored the 5-lane versus the 3-lane configuration for all six miles of US-259 improvements through Hochatown. Additionally, the Town of Hochatown passed a resolution recommending the 5-lane configuration for all six miles of US-259 improvements through Hochatown. However, ODOT understands there have been public questions and concerns about the 5-lane configuration regarding topics such as safe pedestrian access, parking, beauty/aesthetics, and traffic noise. Below is a summary of how ODOT is working to mitigate those concerns.

- **Safe Pedestrian Access:** ODOT is proposing to incorporate sidewalks and crosswalks in the project to improve safe pedestrian access. Additionally, medians are being considered in the design at various locations to increase safety at crosswalks.
- **Parking:** ODOT is proposing to incorporate community parking areas in the proposed improvements to mitigate parking concerns. Additionally, shuttle drop-off locations are being considered in the design to allow for safe drop-off and pick-up of large groups of pedestrians.
- **Beauty/Aesthetics:** ODOT will continue to review other successful road improvement projects in similar tourist areas (such as Gatlinburg, TN) and collaborate with the community to enhance the aesthetics of the area. Improvements such as vegetated medians at various locations could help improve safety, traffic flow, and provide an aesthetic benefit.
- **Traffic Noise:** A traffic noise study was completed for the proposed project, and modeling indicates a decrease in future traffic noise for the majority of the roadway due to the proposed reduction in the speed limit. Noise barriers are not proposed in order to maintain driveway access.

How to Submit a Comment

Thank you for participating in the public meeting. Comments on this project can be submitted in several ways, including emailing comments, mailing the comment form, or calling 405-325-3269.

All written comments must be received on or before April 9, 2024.

Please be aware that information that you submit is subject to public disclosure under the Oklahoma Open Records Act.

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Comment Form (PDF)

You may email or mail the comment form to the addresses provided below.

Email: environment@odot.org

Physical Mail: Environmental Programs Division
Oklahoma Department of Transportation
200 N.E. 21st St.
Oklahoma City, OK 73105-3204

To submit this Comment Form by email please download the form using Adobe Reader. Fill in your information, leave your comment, then email as an attachment. You can also email your comments directly to environment@odot.org. If you do not currently have an Adobe Reader, you can download a free copy at https://get.adobe.com/reader/

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Phone Number

The best way to leave a comment or ask a question is to submit a written comment or email environment@odot.org. If you would prefer to talk with a project representative, you may call 405-325-3269.

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Special Accommodations

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 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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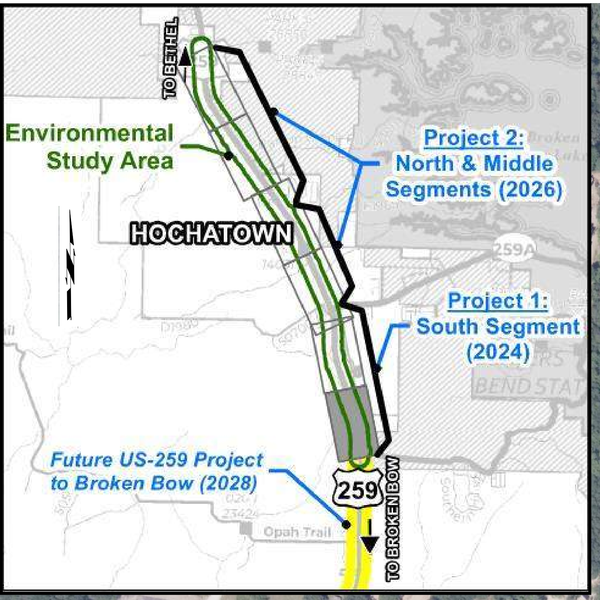
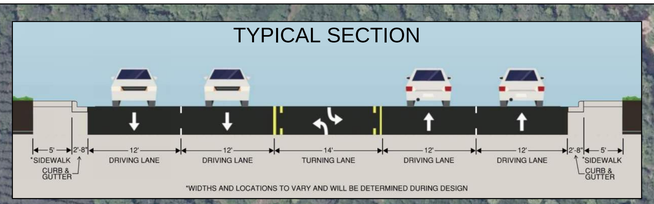
Additional Materials (PDF Downloads)

- Comment Form
- Handout with FAQ
- Welcome Board
- Postcard Invitation

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE/MEDIAN)





HOCHATOWN LODGE
HOCHATOWN AMUSEMENTS
FISHTALES WINERY & VINEYARD
OUACHITA NATIONAL FOREST VISITORS CENTER
SH-259A (SOUTH)
EXISTING R/W
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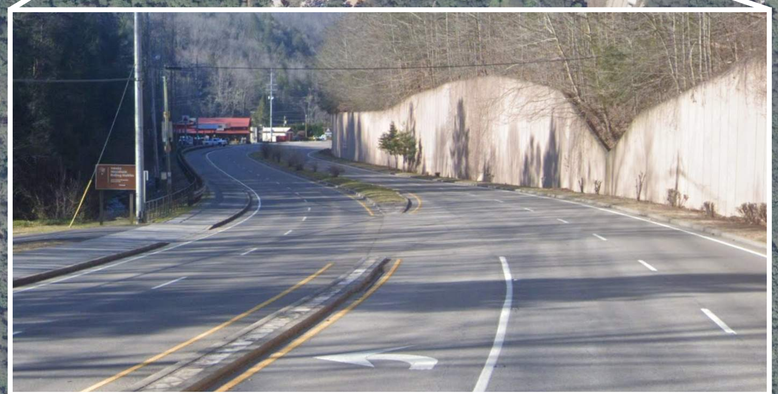

DISCLAIMER: THE IMAGE USED IN THIS FIGURE IS SOLELY FOR ILLUSTRATIVE PURPOSES AND TO SHOWCASE A VISUAL CONCEPT. (GATLINBURG, TN)

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FEET

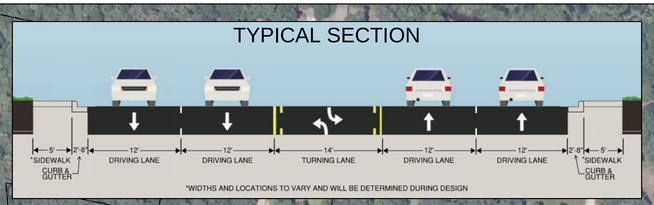
LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- SIDEWALK*

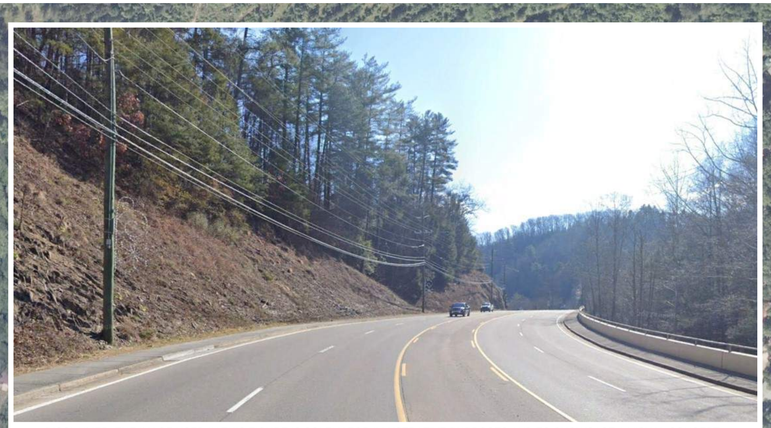
* SUBJECT TO CHANGE DURING DESIGN.

OKLAHOMA Transportation

FREESE AND NICHOLS

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE/MEDIAN)





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POST OAK RD
POST OAK RD
HIDDENLAKE RD
WHITEPINE RD
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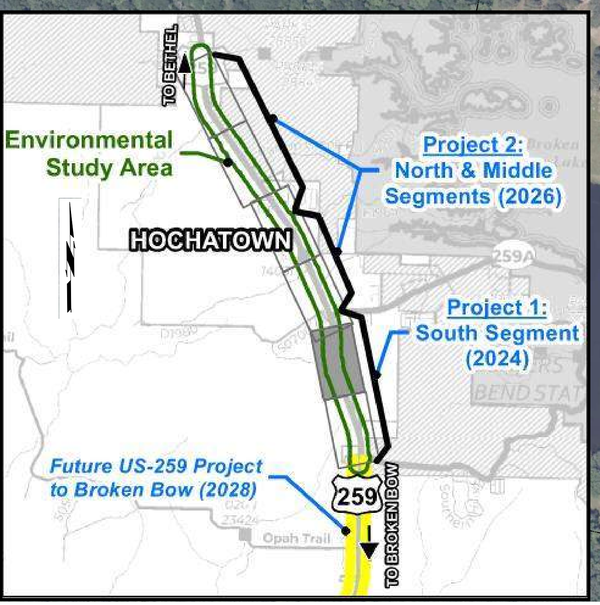
(FUTURE)
CHOCTAW CASINO



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FEET

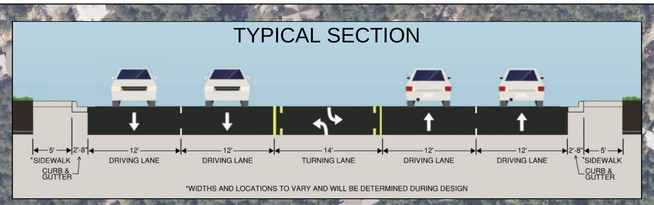
OKLAHOMA Transportation

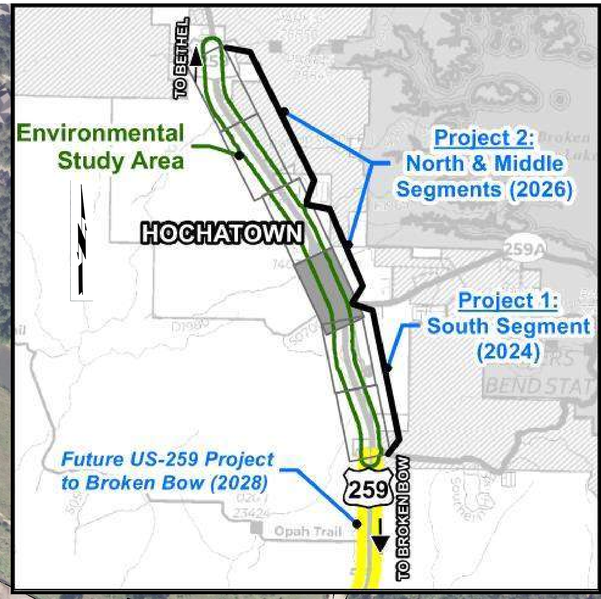
FREESE AND NICHOLS

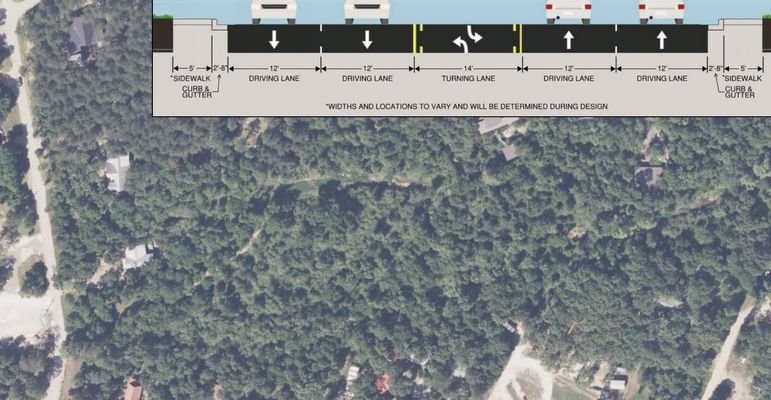
LEGEND
EXISTING RIGHT-OF-WAY (R/W)
PROPERTY LINE
SIDEWALK*

* SUBJECT TO CHANGE DURING DESIGN.

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE/MEDIAN)







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0 100 250
FEET

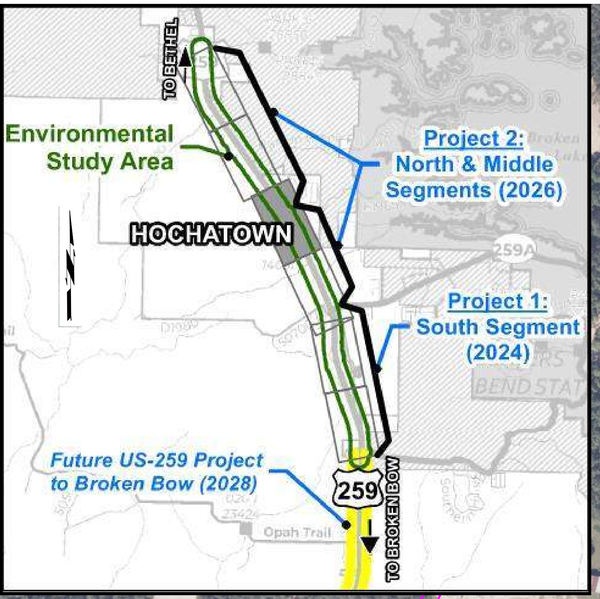
OKLAHOMA Transportation

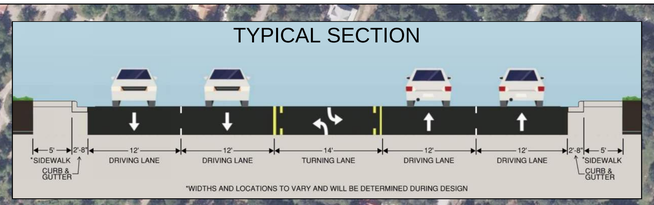
FREESE AND NICHOLS

LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- SIDEWALK*

* SUBJECT TO CHANGE DURING DESIGN

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE/MEDIAN)





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GRATEFUL HEAD PIZZA OVEN & TAP ROOM
THE BLUE ROOSTER
HAPPY TREES GIFTS
HORNBEAM RD
SUSIE Q'S DRIVE THRU
THE EAT OUT
ORCA RD
GIRLS GONE WINE
BEAVERS BEND BREWERY
SPINNER TRL
POPLAR RD
STEVENS GAP RD
E-Z MART
FIRST BANK
SHELL
BRUTON'S OUTDOOR NORTH
ABENDINGO'S
BIGFOOT SPEEDWAY
SPEARFISH RD
ROCK ELM RD
HOCHATOWN ASSEMBLY OF GOD
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505+00
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530+00
EXISTING R/W

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FEET

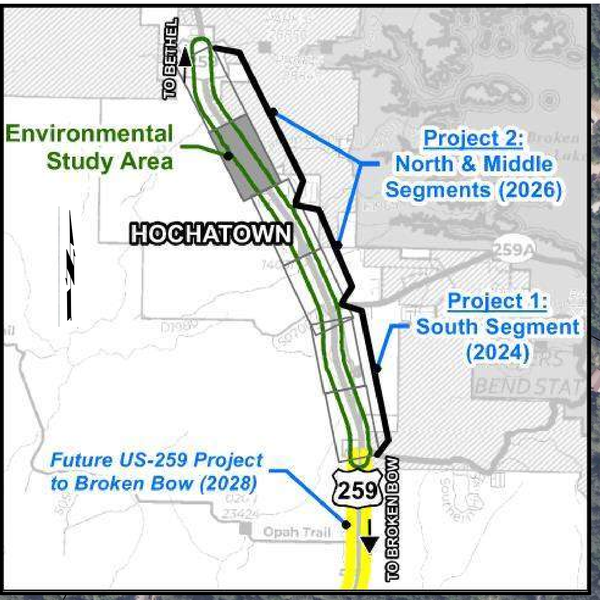
OKLAHOMA Transportation

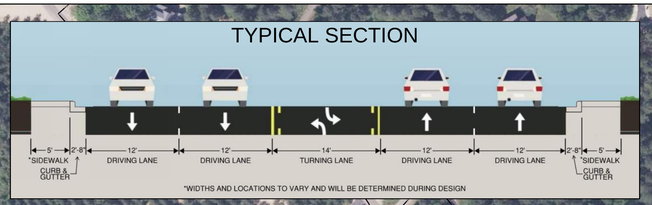
FREESE AND NICHOLS

LEGEND
EXISTING RIGHT-OF-WAY (R/W)
PROPERTY LINE
SIDEWALK*

* SUBJECT TO CHANGE DURING DESIGN

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE/MEDIAN)





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SUGARBERRY TRL
CARSON CREEK RD
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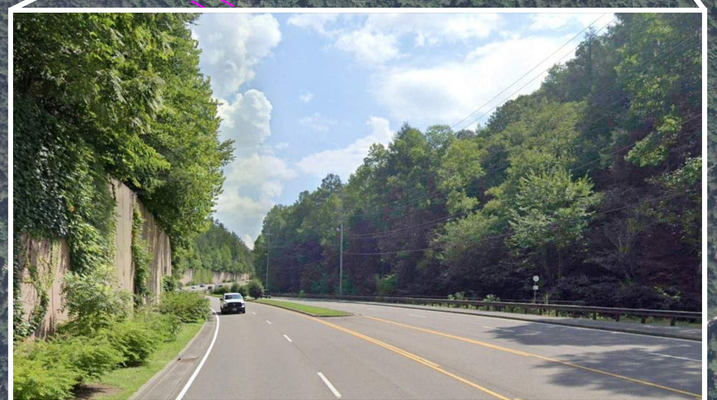

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0 100 250
FEET

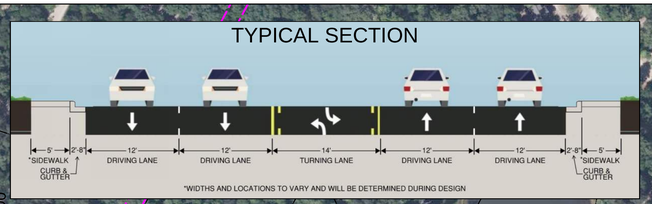
OKLAHOMA Transportation

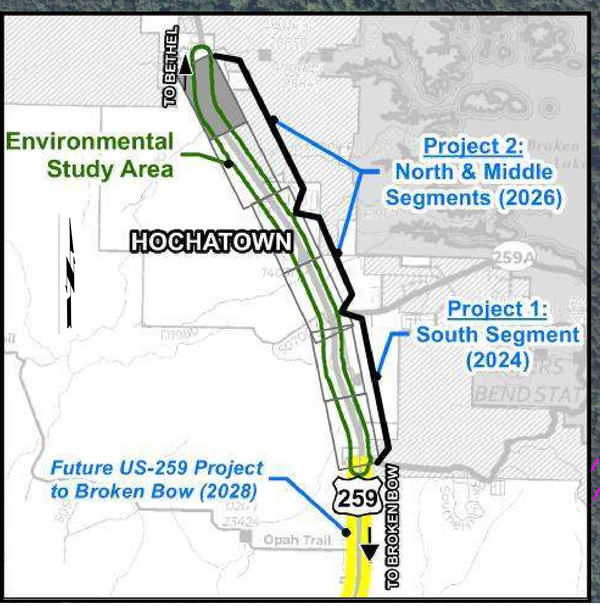
FREESE AND NICHOLS

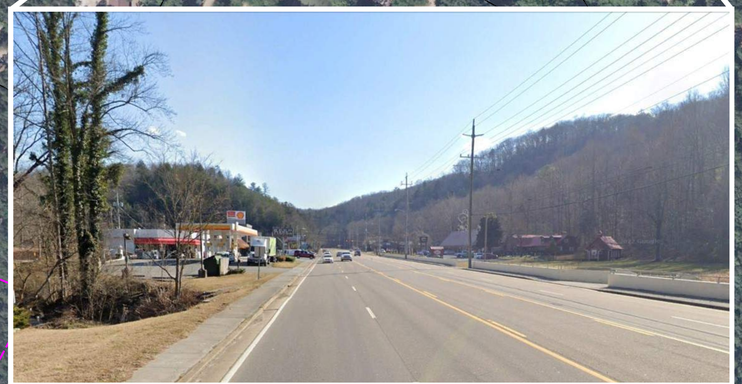
LEGEND
- EXISTING RIGHT-OF-WAY (R/W)
- PROPERTY LINE
- SIDEWALK*

* SUBJECT TO CHANGE DURING DESIGN

CONCEPTUAL LAYOUT: 5-LANE CONFIGURATION
(FOUR LANE HIGHWAY WITH CENTER TURN-LANE/MEDIAN)







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N LUKFATA TRL RD
FIRST STATE BANK HOCHATOWN BRANCH
590+00
595+00
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610+00
615+00
620+00
625+00
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635+00
640+00
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THE MAZE OF HOCHATOWN
LUCIAN SORREL RD
CHOATE RD
PENNER RD
GOLF COURSE RD

0 100 250
FEET

OKLAHOMA Transportation

FREESE AND NICHOLS

LEGEND
EXISTING RIGHT-OF-WAY (R/W)
PROPERTY LINE
SIDEWALK*

* SUBJECT TO CHANGE DURING DESIGN

POTENTIAL ADDITIONAL DESIGN AND SAFETY CONSIDERATIONS
(LOCATIONS TO BE DETERMINED)

PUBLIC PARKING

DISCLAIMER: THE IMAGE USED IN THIS FIGURE IS SOLELY FOR ILLUSTRATIVE PURPOSES AND TO SHOWCASE A VISUAL CONCEPT.
(GATLINBURG, TN)

MIDBLOCK PEDESTRIAN CROSSINGS

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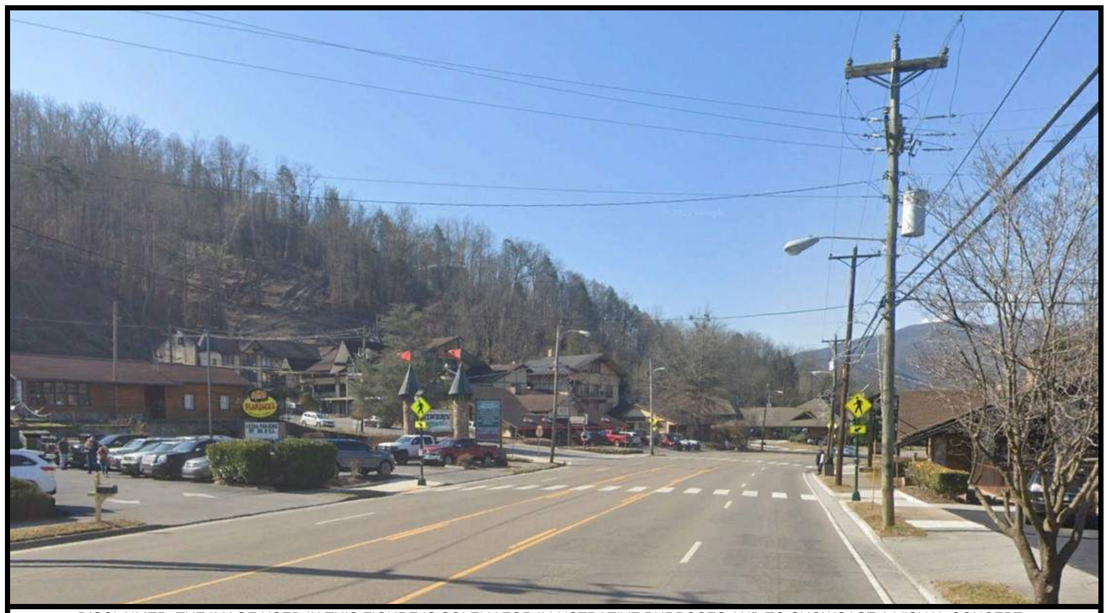
(GATLINBURG, TN)



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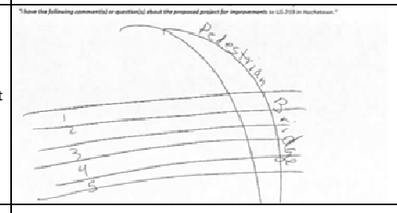
(GATLINBURG, TN)

APPENDIX D
PUBLIC COMMENTS

Public Comments

Commenter Number	Commenter Name	Comment Date	Comment Method	Comments	Comment Summary	Comment Response	Comment Response Date
1	Jim Hagemann	11/17/2023	Email	Have read the project update and see that the 5-land configuration is planned for the above. As our small cabin backs on to US 259 near Carson Creek can you tell me if there is any plan for a berm or wall to block the highway sight and noise that will be in our backyard? Any clarification would be appreciated. Thank you, Jim James W. Hagemann	•Traffic Noise Concerns	Good morning, The traffic noise study is in progross for this project as part of the environmental review process to determine where impacts will likely occur in the future condition (design year). For those imparcted residential dwellings, mitigation in the form of a free standing sound wall or earthen berm will be considered and determined if the ODOT noise policy's feasible and reasonable criteria can be met. Results of the Study are estimated to be available to the public in Spring 2024. Thank you, Ben	11/20/2023
		3/28/2024	Emailed Comment Form	Under FAQ, Traffic Noise the last sentence says "Noise barriers are not proposed in order to maintain driveway access". Please consider that there are private residential properties, generally north of Stevens Gap, that back up to 259 and the new configuration will put lanes in the backyards of these homes, including ours. Even with less noise due to the reduced speed limit the lanes will be dangerously closer to the backyard and still produce alot of disturbing noise. While we support the overall proposed improvements, please consider even a limited number of berms or barriers. Thank you, Jim Hagemann	•Design Recommendations •Traffic Noise Concerns •Property and Business Impacts •Support for Project		

Commenter Number	Commenter Name	Comment Date	Comment Method	Comments	Comment Summary	Comment Response	Comment Response Date
2 through 18	Rhonda Reed (Girls Gone Wine), Matt Tipton (Girls Gone Wine), Ken Kennedy (Hochatime), Jamey Virgi (Hochatown Petting Zoo), Carolyn Beckees (Hochatown Petting Zoo), Chad Mull (Gutter Chaos), J. W. Deve (Hochatown Distilling, Broken Bow Vacation Cabins, TJAM Properties), Joe A. R. (Girls Gone Wine), Chadra Rickey (Girls Gone Wine), M. L. M. (Hidden Hills Cabins), Scotty Littles (Stevens Gapd Road), Brittany Littles (Stevens Gap Road), Vojai Reed (One Hochatown Place, LLC), Signature 1 (Brave Cabin Rentals), Signature 2 (Bravo Custom Cabins), Stephen R (Beavers Bend Brewery), R. E. (Wild Horse Winery)	11/28/2023	Letter	Here are several reasons why a 3-lane is preferred over a 5-lane in the corridor from 259A North (the dam road) and Carson Creek turnoff: Safety and traffic flow: With the 5-lane model it will be close to impossible to clear those lanes to traverse from the east side of the highway to the south, or vice versa, decreasing the number of through lanes to be crossed would be an added benefit. Easier side street entrances with 3-lane model. 5-lanes we are just moving the bottleneck on Sundays down the road to another stopping point. Not to diminish progress but traveling in and through tourist towns traffic is expected, Estes Park, Orange Beach, Yellowstone, Jackson Hole (just examples) all have highly congested tourist traffic, yet they still visited at an incredible rate. Five lanes will increase the speed of cars through town. This creates a more dangerous environment for both pedestrians/bicyclists and drivers. Log trucks and Freight Tractors will move at a higher speed, tourists with unknown directions or quick stops or turns will cause additional injuries with the 5-lanes. Crossing pedestrians can be blocked from view in the 5-lane system. Increased crash rates based on off-road widening studies. 3-lanes will minimize potential collisions. The main hindrance of the traffic currently is vehicles trying to exit the highway. This could be accomplished with the center turn 3-lane while at the same time safely allowing traffic to enter the center area without navigating an additional lane of traffic. A simple addition of a third lane will allow for separation of traffic throughout the lanes. Center lane will allow traffic to flow without the roadblock of a turning vehicle. Environmental and Aesthetics Hochatown is a tourist area not a high-speed traffic corridor. The aesthetic quality of the rural tourist area is mitigated by the 5-lane system. A Dallas designed corridor should not be imposed on local residents because the tourists want to get out of town faster when they check-out. The mindset should be expected that there will be some traffic on “leaving days.” Delays will be expected just like going to a sporting event or other activities. It is crowded at that time but then open the other times. Three lanes are more visually appealing to the tourist area. We don’t want to turn our area into a concrete parking lot look more than what has happened. Room saved from the 3-lane project could be used to add bike paths, etc. Five lane increases Noise for businesses along route, outdoor seating/dining. Increase injury and deaths to wildlife: Deer or other animals will have an increased difficult time making it safely across five lanes. Vehicles will be unable to see approaching wildlife from a farther distance with the 5-lane proposals. Other lanes and vehicles will block the approaching wildlife from a driver’s view. Parking, Buildings, Traffic, and Right of Way: With the state not planning to acquire any additional Rights of Way, This means the traffic flow will be dangerously increasingly close to parked cars and pedestrians. With the reduction of the safety corridor along the ROW, there is an increased probability for injury to both person and property. Five lanes will have traffic flowing at full speed near private property boundaries, parking areas and walking areas. An accident could easily launch a truck or car crashing into parking lots buildings or individual. As ODOT undoubtedly realizes, the ROW safety zones are there for a multitude of reasons; the safety of public being one of the top priorities. Traffic visibility is also a strong concern with the lack of ROW setbacks. Increased noise to the area with 5-lanes. More collisions with wildlife due to multiple lanes. If five lanes area approved, additional funding needs to be used to acquire more ROW to provide for safety zone. Cost: 3-lane vs. 5-lane substantially costs less Three lanes will provide adequate infrastructure for years to come. The state’s cost of moving utilities and disruption of businesses during relocation of utilities will be greatly lessened by 3-lane. Signed the 28 day of November, 2023	•Pedestrian Safety •Parking •Flow of Traffic •Traffic Noise Concerns •Beauty and Aesthetics •Property and Business Impacts •Wildlife •Cost		
19	Robyn Batson	3/18/2024	Phone Call	Summary of conversation: Robyn Batson left a voice message with ODOT 0n March 15, 2024. ODOT asked Ben Hagood to call her back, so Ben called and left a messagge on March 15. Ben trield calling again on March 18, and Robyn answered. Below is a summary of the phone conversation. I informed her that I'm with FNI, who is working for ODOT on this Open House Public Meeting and on the engineering design. I told her that ODOT received a voice message from her asking for a call back about the project. She said she knows about the project and has a nice brick gate, and she's wondering if she needs to move it before the roadway expansion. She also has a nice fence. She said she can't attend the open house public meeting. I said that the proposed project is a 5-lane configuration that is intended to remai nin ODOT's present R/W. She said she's not sure exactly where the R/W line is. She described where her parcel was and asked if I could provide an estimate of how far R/W line is from the fence and gate. I said I would talk to the design team to see if ODOT's survey shows the fence line, and I would back in touch by email. She said her email is robynbatson8806@gmail.com. She mententioned the current construction at Choctaw Landing is causing muddy water in the stream named Yashau Creek that runs through her property. She said she called DEQ and took photos of the construction site and the muddy water, but she hasn't heard anything back from DEQ. She thanked me for the call, and it was concluded. After the call, Eric Waggoner and I looked at the survey data that ODOT provided, and in CAD we measured the fence line is about 1 to 2 feet outside the present R/W. I emailed this information to Robyn on 3/19/2024 with a screen shot of googlemaps showing the parcel location that I thought she was describing.	•Question about Right-of-Way	Hi Ms. Batson, As you requested when we spoke yesterday, we looked at the survey ODOT provided us to see how far the brick gate and fence are from ODOT's present R/W. Based on the survey, the gate and fence are approximately 1 to 2 feet outside the present R/W. The proposed US-259 improvements are intended to remain within present R/W. The google maps image below is the location you decribed to me. Please let me know if this helped answer your question. Thank you, Ben	3/19/2024

Commenter Number	Commenter Name	Comment Date	Comment Method	Comments	Comment Summary	Comment Response	Comment Response Date
20	John House	3/20/2024	Phone Call	John House sent an email to ODOT on March 18 and another one on March 20 asking for a call back about how the US-259 project would affect his project. ODOT asked Ben Hagood to call him, so Ben called him on March 20. Below is a summary of the phone conversation. I informed him that I'm with FNI, who is working for ODOT on this Open House Public Meeting and on the design. I told him I saw the email request and was calling to answer his questions about the US-259 improvements. I asked if he was planning to attend the Open House, and he said he was wanting to go. He asked if I knew how the project would affect his property, and I said that we don't have final design plans yet, but the proposed configuration is 5 lanes and the intention is for the lanes to remain within ODOT's present R/W. I told him that a layout of the configuration will be at the public meeting and available on the website. He said a tenant informed him that a flag that looked like a surveyors flag in the yard had blown down. I told him that I wasn't aware if that flag was placed by a surveyor related to the roadway improvement or some other surveyor that isn't related to ODOT, such as a fiberoptic line or other utility. I said I've seen there is a lot of development in that area that could be related to things other than the US-259 improvements. I said that there will be ODOT staff at the open house and he can ask questions and leave comments while he's there. He thanked me for the call and the phone call ended.	•Question about Right-of-Way		
21	Bill Mussett	3/21/2024	Phone Call	Bill Mussett left a voice message with ODOT on March 19, 2024. ODOT asked Ben Hagood to call him back. Ben called back on March 21, and Bill answered. Below is a summary of the phone conversation. I informed him that I'm with FNI, who is working for ODOT on this Open House Public Meeting and on the design. I told him I saw his request and was calling to answer his questions about the US-259 improvements. I asked if he was planning to attend the Open House, and he said he was wanting to go. He said a tenant at one of his properties located along US-259 informed him that a flag that looked like a surveyor's flag was in the yard but had blown down. I told him that I wasn't aware if that flag was placed by a surveyor working on the US-259 roadway improvement or some other surveyor that isn't related to ODOT, such as a fiber optic line or other utility. He asked if I knew how the project would affect his property with highway frontage, and I said that we don't have final design plans yet, but the proposed design configuration is 5 lanes that is intended to remain within ODOT's present R/W. I told him that a layout of the design configuration will be at the public meeting and available on the website. I said the layout shows the present R/W line and where the proposed lanes will be, but it's not a final design that shows the survey details. He thanked me for the call and the phone call ended.	•Question about Right-of-Way		
22	Melinda Hunt	3/26/2024	In-person Comment Card	Totally support the 5- lane plan! Thank you for placing a priority on this project!	•Support for Proposed Improvements		
23	Dian Jordan (Mayor of Hochatown)	3/26/2024	In-person Comment Card		•Design Recommendations		
24	Ed Wagner	3/26/2024	In-person Comment Card	Thanks for all the good work, looking forward to the improvements.	•Support for Proposed Improvements		
25	Brenda Walters	3/26/2024	In-person Comment Card	I'm pleased with the overall plan of a 5-lane throughout the 6 miles. I would like to request that green space is used when possible. Also, pleasee consider the safety issue of visitors crossing the highway to visit various businesses. Thanks for all of your hard work!	•Design Recommendations •Support for Proposed Improvements		
26	Charles Ward	3/26/2024	In-person Comment Card	• Need pedestrian crossings (especially between Greatful Head and Girls Gone Wine). (Bridges, tunnels, or crosswalks). • Love to see grass in medians were there are no intersections or parking lot entries. • Love to see street lights in those medians. • Bigger Sidewallks!	•Design Recommendations		
27	Melissa Kergosien	3/26/2024	In-person Comment Card	I really think pedestrian bridges are important to create a walkable town. It is unsafe to dodge 5-lanes of traffic for tourists to visit businesses. In that vein, we need sidewalks from Broken Bow Hwy 259 to Hwy 70. They should continue to Northern Hills (Stephens Rd). Everything is mocing north developmentwise. This will enable bikers and foot traffic to access all the area has to offer.	•Pedestrian Safety •Design Recommendations		
28	Homer Brown	3/26/2024	In-person Comment Card	We are supportive of the 5-lane project and hope with preplanning the construction period can be kept to a minimum.	•Support for Proposed Improvements		
29	Jackson Hurst	3/28/2024	Email	I approve and support ODOT's US-259 Hochatown Project. The aspect that I love about ODOT's US-259 Hochatown Project is that US-259 will be widened from 2 lanes to 4 lanes in each direction from South OK-259A to Golf Course Road which will improve safety, reduce congestion and improve freight mobility in McCurtain County, OK.	•Support for Proposed Improvements		

Commenter Number	Commenter Name	Comment Date	Comment Method	Comments	Comment Summary	Comment Response	Comment Response Date
30	Glenda Terry	3/28/2024	Email	Question: I have property off of Pine Meadow Lane, across the highway from the bowling alley. I believe my property will be in Phase 2. Can you explain to me how my guests will be impacted and their/my availability to turn left (going north on 259) at Pine Meadow Lane.	•Question about Turning Movement	Good Morning, You are correct, your property is located within the second portion of the project, from North SH-259A to Golf Course Rd. While we have not fully started the detailed design process on this portion of the project, the permanent configuration will be similar to the Project 1 with 2-lanes in each direction with a two-way left turn lane or median down the middle. It is ODOT's intent to maintain access to all properties during the construction process with one lane of travel in each direction. ODOT is also committed to maintaining access to all properties adjacent to US-259, including access to Pine Meadow Lane, in the permanent roadway configuration. Thanks, Eric Waggoner	3/29/2024
31	Michael Lambert	4/4/2024	Mailed Comment Card	I own commercial property that may be affected by the highway improvements on 259 in Hochatown, Ok. The utilities are between markers 550+00 and 555+00 and they are on a steep slope with a hillside and I would like to work with someone to determine the best way to go about removing the hill while they are working on it. It would be beneficial to the state.	•Design Recommendations	Ben called Michael Lambert – April 10, 2024 at around 4:30pm Michael said ODOT R/W goes into a hill. He said there is an existing water line or utilities there. It's hard to describe but if you're out there you can see what he means. He thinks ODOT will need a concrete embankment or something because the steep hill is over 10 feet above the road. If it's cheaper for the state to knock down the hill instead of an expensive wall, he thinks it would be mutually beneficial. The hill is a thorn in their side. It'll be more efficient to knock the hill off. Ben said the intent is to stay within the ODOT R/W, and there is additional design that will be needed to know if laying back the hill like he suggested could be beneficial to the project. But I said I'd communicate this to the design team so they're aware of your comments about the hill and how it could help both. Michael said he understands the intent is to stay within the R/W, but if ODOT needs to clear the hill either in the R/W or adjacent areas, he'd be interested since it would be mutually beneficial. Ben thanked him for sending in the comment and said it will be documented in ODOT's public involvement comments.	4/10/2024
32	Charity O'Donnell	4/5/2024	Mailed Comment Card	The starting point of this plan needs adjusted. 5th Street is not a good point. It either needs to start at Sherry Lane or where 259 intersection 3/70. Also this project needs longer turn lanes. The end point needs to be extended to past Tangley Hill.	•Design Recommendations		

Commenter Number	Commenter Name	Comment Date	Comment Method	Comments	Comment Summary	Comment Response	Comment Response Date
33	Jamie Davis	4/6/2024	Mailed Comment Card	We request a flashing light to slow down traffic at the entrance to the Maze of Hochatown due to the significant amount of near misses we have regularly at our entrance as guests are seeking to turn into our location and are almost rear ended mostly by large trucks. We request a speed limit evaluation to possibly lower the speed limit through our location. It is currently 55, but traffic speeds seem to speed up rapidly as they near our location and exiting town area. With the widening of the road the traffic will be closer in proximity to our mini golf courses. Is there a way to protect from a vehicle coming off the road through our fence and hitting guests? We would appreciate some type of barrier guard rail or concrete posts used in this area to protect our guest from being affected by a vehicle crashing off of highway.	•Design Recommendations		
34	Brianna Oliver	4/10/2024	Mailed Comment Card	Our mailbox is on the opposite side of 259 from our house. It is already hard enough to get across the two lanes to check it; I cannot imagine trying to cross five. Are there plans to relocate the mailboxes to the same side of the road as their corresponding residences/ businesses?	•Question about Relocation of Mailbox		

Ben Hagood

From: Leslie Novotny <LNOVOTNY@ODOT.ORG>
Sent: Monday, November 20, 2023 8:04 AM
To: Ben Hagood
Cc: ODOTWeb-environment; Anjie King; Kathy Koon
Subject: FW: JP 34333, Improvements to US 259 in Hochatown

This is an email from an EXTERNAL source. DO NOT click links or open attachments without positive sender verification of purpose. Never enter USERNAME, PASSWORD or sensitive information on linked pages from this email. Please report all suspicious messages using the Report Message button in Outlook.

Good morning,

Please see the email comment below regarding the subject project. Mr. Hagemann also requested this information on May 22, 2023.

Thank you,

Leslie Novotny
ODOT NEPA Program Manager
405.439.9879
lnovotny@odot.org

From: Leslie Novotny
Sent: Monday, November 20, 2023 8:01 AM
To: 'Jim Hagemann' <jhagemann@boardmaninc.com>
Cc: Jenny Droscher <JDroscher@odot.org>
Subject: RE: JP 34333, Improvements to US 259 in Hochatown

Good morning,

We have received your inquiry and it has been forwarded to the appropriate representatives.

Thank you.

Leslie Novotny
ODOT NEPA Program Manager
405.439.9879
lnovotny@odot.org

From: Jim Hagemann <jhagemann@boardmaninc.com>
Sent: Friday, November 17, 2023 3:25 PM
To: ODOTWeb-environment <environment@odot.org>
Subject: [EXTERNAL] JP 34333, Improvements to US 259 in Hochatown

Have read the project update and see that the 5-land configuration is planned for the above.

As our small cabin backs on to US 259 near Carson Creek can you tell me if there is any plan for a berm or wall to block the highway sight and noise that will be in our back yard? Any clarification would be appreciated.

Thank you,

Jim

James W. Hagemann
Direct Line (405) 601-3794
Cell (405) 550-5993

OKLAHOMA Transportation

COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

Improvements to US-259 in Hochatown

McCurtain County, OK | **JP34333(04)(08)** | *3/26/2024*

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: 04/09/2024
***personal information is optional and will be kept confidential**

Name:	*Business / Organization:*		
James Hagemann			
Address:	*City:*	*State:*	*Zip Code:*
397 Ebb Tide Road	Hochatown	OK	74728
Phone Number:	*Email Address:*		
405-550-5993	jhagemann@boardmaninc.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

Under FAQ, Traffic Noise the last sentence says "Noise barriers are not proposed in order to maintain driveway access".

Please consider that there are private residential properties, generally north of Stevens Gap, that back up to 259 and the new configuration will put lanes in the backyards of these homes, including ours.

Even with less noise due to the reduced speed limit the lanes will be dangerously closer to the backyard and still produce alot of disturbing noise.

While we support the overall proposed improvements, please consider even a limited number of berms or barriers.

Thank you,

Jim Hagemann

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

By US Mail or ODOT Self Addressed Stamped Envelope:
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 comments received are subject to public disclosure under the Oklahoma Open Records Act.

Here are several reasons why a 3-lane is preferred over a 5-lane in the corridor from 259A North (the dam road) and Carson Creek turnoff:

Safety and traffic flow:
With the 5-lane model it will be close to impossible to clear those lanes to traverse from the east side of the highway to the south, or vice versa, decreasing the number of through lanes to be crossed would be an added benefit. Easier side street entrances with 3-lane model. 5-lanes we are just moving the bottleneck on Sundays down the road to another stopping point. Not to diminish progress but traveling in and through tourist towns traffic is expected, Estes Park, Orange Beach, Yellowstone, Jackson Hole (just examples) all have highly congested tourist traffic, yet they still visited at an incredible rate. Five lanes will increase the speed of cars through town. This creates a more dangerous environment for both pedestrians/bicyclists and drivers. Log trucks and Freight Tractors will move at a higher speed, tourists with unknown directions or quick stops or turns will cause additional injuries with the 5-lanes. Crossing pedestrians can be blocked from view in the 5-lane system. Increased crash rates based on off-road widening studies. 3-lanes will minimize potential collisions. The main hindrance of the traffic currently is vehicles trying to exit the highway. This could be accomplished with the center turn 3-lane while at the same time safely allowing traffic to enter the center area without navigating an additional lane of traffic. A simple addition of a third lane will allow for separation of traffic throughout the lanes. Center lane will allow traffic to flow without the roadblock of a turning vehicle.

Environmental and Aesthetics:
Hochatown is a tourist area not a high-speed transport corridor. The aesthetic quality of the rural tourist area is mitigated by the 5-lane system. A Dallas designed corridor should not be imposed on local residents because the tourists want to get out of town faster when they check-out. The mindset should be expected that there will be some traffic on "leaving days." Delays will be expected just like going to a sporting event or other activities. It is crowded at that time but then open the other times. Three lanes are more visually appealing to the tourist area. We don't want to turn our area into a concrete parking lot look more than what has happened. Room saved from the 3-lane project could be used to add bike paths, etc. Five lane increases Noise for businesses along route, outdoor seating/dining.

Increase injury and deaths to wildlife:
Deer or other animals will have an increased difficult time making it safely across five lanes. Vehicles will be unable to see approaching wildlife from a farther distance with the 5-lane proposals. Other lanes and vehicles will block the approaching wildlife from a driver's view.
Parking, Buildings, Traffic and Right of Way:
With the state not planning to acquire any additional Rights of Way, this means the traffic flow will be dangerously increasingly close to parked cars and pedestrians. With the reduction of the safety corridor along the ROW, there is an increased probability for injury to both person and property. Five lanes will have traffic flowing at full speed near private property boundaries, parking areas and walking areas. An accident could easily

launch a truck or car crashing into parking lots, buildings or individuals. As ODOT undoubtedly realizes, the ROW safety zones are there for a multitude of reasons; the safety of public being one of the top priorities. Traffic visibility is also a strong concern with the lack of ROW setbacks.
Increased noise to the area with 5-lanes.
More collisions with wildlife due to multiple lanes.
If five lanes are approved, additional funding needs to be used to acquire more ROW to provide for safety zone.
Cost:
3-lane vs. 5-lane substantially costs less.
Three lanes will provide adequate infrastructure for years to come.
The state's cost of moving utilities and disruption of businesses during relocation of utilities will be greatly lessened by 3-lane.

Signed this 28 day of November, 2023.

Angela Lee - Girls Gone Wine

Matt Upton - Girls Gone Wine

[signature] - Hochatown (Jan Kennedy)

Jenny Virgi - Hochatown Petting Zoo

Carolyn Beckers Hochatown Petting Zoo

[signature] Gutter Chaps

[signature] Hochatown Distilling
Broken Bow Vacation Cabins
TJAM Properties

[signature] - Girls Gone Wine

Chenda Rickey - Girls Gone Wine

Hidden Hills Cabins

Stevens Gap Road.

Brittany Littles Steven's Gap Rd

Bravo Cabin Rentals

Bravo Custom Cabins

One Hochatown Place, LLC

Stephen Ratcliff, Beavers Bend Brewery

Wild Horse Winery

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3600 NW 138th Street, Suite. 202 + Oklahoma City, Oklahoma 73134 + 405-607-7060 + FAX 817-735-7491 www.freese.com

PROJECT:	US-259 Improvements in Hochatown, McCurtain Co JP 34333(04)(08)
SUBJECT:	Phone conversation with Robyn Batson
RECORDED BY:	Ben Hagood
DATE:	3/19/2024

Robyn Batson left a voice message with ODOT on March 15, 2024. ODOT asked Ben Hagood to call her back, so Ben called and left a message on March 15. Ben tried calling again on March 18, and Robyn answered. Below is a summary of the phone conversation.

I informed her that I'm with FNI, who is working for ODOT on this Open House Public Meeting and on the engineering design. I told her that ODOT received a voice message from her asking for a call back about the project. She said she knows about the project and has a nice brick gate, and she's wondering if she needs to move it before the roadway expansion. She also has a nice fence. She said she can't attend the open house public meeting. I said that the proposed project is a 5-lane configuration that is intended to remain within ODOT's present R/W. She said she's not sure exactly where the R/W line is. She described where her parcel was and asked if I could provide an estimate of how far the R/W line is from the fence and gate. I said I would talk to the design team to see if ODOT's survey shows the fence line, and I would be back in touch by email. She said her email is robynbatson8806@gmail.com. She mentioned the current construction at Choctaw Landing is causing muddy water in the stream named Yashau Creek that runs through her property. She said she called DEQ and took photos of the construction site and the muddy water, but she hasn't heard anything back from DEQ. She thanked me for the call, and it was concluded.

After the call, Eric Waggoner and I looked at the survey data that ODOT provided, and in CAD we measured the fence line is about 1 to 2 feet outside the present R/W. I emailed this information to Robyn on 3/19/2024 with a screen shot of googlemaps showing the parcel location that I thought she was describing.

Ben Hagood

From: Ben Hagood
Sent: Tuesday, March 19, 2024 11:35 AM
To: robynbatson8806@gmail.com
Cc: Jenny Droscher (JDroscher@odot.org)
Subject: response to Robyn Batson phone message regarding US-259 improvements in Hochatown

Hi Ms. Batson,

As you requested when we spoke yesterday, we looked at the survey ODOT provided us to see how far the brick gate and fence are from ODOT's present R/W. Based on the survey, the gate and fence are approximately 1 to 2 feet outside the present R/W. The proposed US-259 improvements are intended to remain within present ODOT R/W.

The google maps image below is the location you described to me. Please let me know if this helped answer your question.
Thank you,
Ben

Ben Hagood
Environmental Scientist

Freese and Nichols, Inc.
801 Cherry Street, Suite 2800
Fort Worth, TX 76102
Office: 817-735-7368
bsh@freese.com

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PROJECT: US-259 Improvements in Hochatown, McCurtain Co JP 34333(04)(08)

SUBJECT: Phone conversation with John House

RECORDED BY: Ben Hagood

DATE: 3/20/2024

John House sent an email to ODOT on March 18 and another one on March 20 asking for a call back about how the US-259 project would affect his project. ODOT asked Ben Hagood to call him, so Ben called him on March 20. Below is a summary of the phone conversation.

I informed him that I'm with FNI, who is working for ODOT on this Open House Public Meeting and on the design. I told him I saw the email request and was calling to answer his questions about the US-259 improvements. I asked if he was planning to attend the Open House, and he said he was wanting to go. He asked if I knew how the project would affect his property, and I said that we don't have final design plans yet, but the proposed configuration is 5 lanes and the intention is for the lanes to remain within ODOT's present R/W. I told him that a layout of the configuration will be at the public meeting and available on the website. He said a tenant informed him that a flag that looked like a surveyors flag in the yard had blown down. I told him that I wasn't aware if that flag was placed by a surveyor related to the roadway improvement or some other surveyor that isn't related to ODOT, such as a fiberoptic line or other utility. I said I've seen there is a lot of development in that area that could be related to things other than the US-259 improvements. I said that there will be ODOT staff at the open house and he can ask questions and leave comments while he's there. He thanked me for the call and the phone call ended.

Record of Phone Conversation

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PROJECT: US-259 Improvements in Hochatown, McCurtain Co JP 34333(04)(08)

SUBJECT: Phone conversation with Bill Mussett

RECORDED BY: Ben Hagood

DATE: 3/21/2024

Bill Mussett left a voice message with ODOT on March 19, 2024. ODOT asked Ben Hagood to call him back. Ben called back on March 21, and Bill answered. Below is a summary of the phone conversation.

I informed him that I'm with FNI, who is working for ODOT on this Open House Public Meeting and on the design. I told him I saw his request and was calling to answer his questions about the US-259 improvements. I asked if he was planning to attend the Open House, and he said he was wanting to go. He said a tenant at one of his properties located along US-259 informed him that a flag that looked like a surveyor's flag was in the yard but had blown down. I told him that I wasn't aware if that flag was placed by a surveyor working on the US-259 roadway improvement or some other surveyor that isn't related to ODOT, such as a fiber optic line or other utility. He asked if I knew how the project would affect his property with highway frontage, and I said that we don't have final design plans yet, but the proposed design configuration is 5 lanes that is intended to remain within ODOT's present R/W. I told him that a layout of the design configuration will be at the public meeting and available on the website. I said the layout shows the present R/W line and where the proposed lanes will be, but it's not a final design that shows the survey details. He thanked me for the call and the phone call ended.

OKLAHOMA Transportation

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Improvements to US-259 in Hochatown

McCurtain County, OK | **JP34333(04)(08)** | *3/26/2024*

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PLEASE SUBMIT YOUR COMMENTS BY: 04/09/2024
***personal information is optional and will be kept confidential**

Name: Melinda Hunt	*Business / Organization:*		
Address: 579 Little Creek Dr.	*City:* Broken Bow	*State:* OK	*Zip Code:* 74728
Phone Number: 972-898-2324	*Email Address:* jmelindahunt14@gmail.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

Totally support the 5-lane plan!

Thank you for placing a priority on this project!

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

By US Mail or ODOT Self Addressed Stamped Envelope:
ENVIRONMENTAL PROGRAMS DIVISION
OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204

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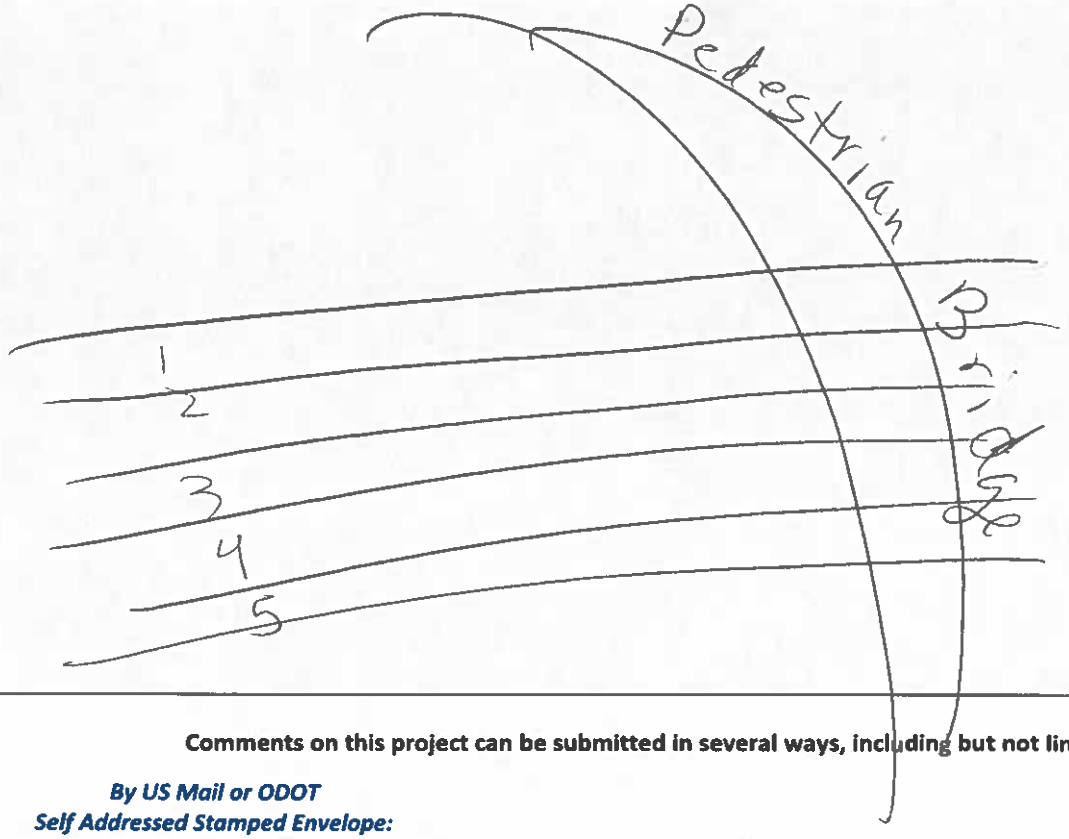
***personal information is optional and will be kept confidential**

Name: Dian Jordan	*Business / Organization:* Mayor of Hochatown		
Address: 28 A/Bacone Ln.	*City:* B.B. Hochatown	*State:* OK	*Zip Code:* 74728
Phone Number: 940-600-2713	*Email Address:* dijordan@ymail.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."



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***personal information is optional and will be kept confidential**

Name: ED WAGNER	*Business / Organization:* Cabin Owner Lacy Dogwood		
Address: 4708 S. 70th E Ave	*City:* Tulsa	*State:* OK	*Zip Code:* 74145
Phone Number: 9186382459	*Email Address:* wagnerdvm@tulsacoxmail.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

Thanks for all the good work looking forward to the improvements

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

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PLEASE SUBMIT YOUR COMMENTS BY: 04/09/2024

***personal information is optional and will be kept confidential**

Name: Brenda Walters	*Business / Organization:* Lakewood Luxury Cabins		
Address: 96 White Perch Ln	*City:* Broken Bow	*State:* OK	*Zip Code:* 74728
Phone Number: 405-760-1995	*Email Address:* lakewoodluxurycabins@gmail		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

I'm pleased with the overall plan of a 5-Lane throughout the 6 miles. I would like to request that green space is used when possible. Also, please consider the safety issue of visitors crossing the highway to visit various businesses. Thanks for all your hard work!

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***personal information is optional and will be kept confidential**

Name: Charles Ward	*Business / Organization:* Hochatown Treasurer; Business Owner Grand Land Title in Hochatown		
Address: 416 Lucian Sorrel	*City:* Hochatown	*State:* OK	*Zip Code:* 74728
Phone Number: (405) 202-9862	*Email Address:* cward@grandlandtitle.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

- Need pedestrian Crossings (especially between Greatful Head and Girls Gone Wine). (Bridges, Tunnels or Crosswalks).
- Love to see grass in mediums, where there are no intersections or parking lot entries.
- Love to see street lights in those mediums.
- Bigger Side Walks!

Thank you!

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PLEASE SUBMIT YOUR COMMENTS BY: 04/09/2024
***personal information is optional and will be kept confidential**

Name:	*Business / Organization:*		
Melissa Kergosien	HochaCabins		
Address:	*City:*	*State:*	*Zip Code:*
	Broken Bow	Ok	74728
Phone Number:	*Email Address:*		
580-306-4838	getaway@hochacabins.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

I really think pedestrian bridges are important to create a walkable town. It is unsafe to dodge 5 lanes of traffic for tourists to visit businesses.

In that vein, we need sidewalks from Broken Bow Hwy 259 + Hwy 70. [redacted] They should continue to Northern Hills (stephens Rd). Everything is moving north development wise. This will enable bikers and foot traffic to access all the area has to offer.

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

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PLEASE SUBMIT YOUR COMMENTS BY: 04/09/2024
***personal information is optional and will be kept confidential**

Name: Homer Brown	*Business / Organization:* N/A		
Address: 579 Little Creek	*City:* Broken Bow	*State:* OK	*Zip Code:* 74728
Phone Number: 214-676-8045	*Email Address:* homerbrown3@gmail.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

We are supportive of the Slone project and hope with preplanning the construction period can be kept to a minimum

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FORM-CF-PCB-PRD

To: Jackson Hurst <ghostlightmater@yahoo.com>
Subject: RE: [EXTERNAL] US-259 Hochatown open house (3/26/24) Public Comment

Good afternoon,

Thank you for your input. Your email has been forwarded your email to the appropriate representatives.

Thank you.

Jenny Droscher
(She / Her / Hers)
Public Involvement Officer
ODOT Cultural Resources Program
ODOT Environmental Programs Division
405-246-6975

From: Jackson Hurst <ghostlightmater@yahoo.com>
Sent: Thursday, March 28, 2024 12:22 PM
To: ODOTWeb-environment <environment@odot.org>
Subject: [EXTERNAL] US-259 Hochatown open house (3/26/24) Public Comment

Name - Jackson Hurst

Address - 4216 Cornell Crossing, Kennesaw, Georgia 30144

Comment - I approve and support ODOT's US-259 Hochatown Project. The aspect that I love about ODOT's US-259 Hochatown Project is that US-259 will be widened from 2 lanes to 4 lanes in each direction from South OK-259A to Golf Course Road which will improve safety, reduce congestion and improve freight mobility in McCurtain County, OK.

sent from ghostlightmater@yahoo.com

To: Glenda Terry <glenda_terry@sbcglobal.net>
Subject: RE: [EXTERNAL] Pine Meadow Lane

Good morning,

We have received your email and it has been forwarded to the appropriate representatives.

Thank you.

Jenny Droscher
(She / Her / Hers)
Public Involvement Officer
ODOT Cultural Resources Program
ODOT Environmental Programs Division
405-246-6975

From: Glenda Terry <glenda_terry@sbcglobal.net>
Sent: Thursday, March 28, 2024 11:07 AM
To: ODOTWeb-environment <environment@odot.org>
Subject: [EXTERNAL] Pine Meadow Lane

Question: I have property off of Pine Meadow Lane, across the highway from the bowling alley. I believe my property will be in Phase 2. Can you explain to me how my guests will be impacted and their/my availability to turn left (going north on 259) at Pine Meadow Lane.
Thank you sincerely,
Glenda Terry

OKLAHOMA Transportation COMMENT FORM

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McCurtain County, OK | **JP34333(04)(08)** | *3/26/2024*

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PLEASE SUBMIT YOUR COMMENTS BY: 04/09/2024
***personal information is optional and will be kept confidential**

Name: Michael W Lambert	*Business / Organization:* LBM		
Address: 2177 N. US Hwy 259	*City:* Broken Bow	*State:* OK	*Zip Code:* 74728
Phone Number: 5803069272	*Email Address:* BBlumberman@gmail.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

I own commercial property that may be affected by the highway improvements on 259 in Hochatown, OK. The utilities are between markers 550+00 & 555+00 and they are on a steep slope with a hillside and I would like to work with someone to determine the best way to go about removing the hill while they are working on it. It would be benifical to the state.

Thanks Mike Lambert

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550+00
555+00

Lambert
2177 N. US259
Broken Bow Ok
74728

TULSA OK 740
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PROJECT:	US-259 Improvements in Hochatown, McCurtain Co JP 34333(04)(08)
SUBJECT:	Phone conversation with Mike Lambert
RECORDED BY:	Ben Hagood
WITH:	Mike Lambert
DATE:	April 15, 2024

Mike Lambert left a comment form following the public meeting on March 26, 2024. ODOT asked Ben Hagood to call him back, so Ben called on April 10, 2024, around 4:30pm. Below is a summary of the phone conversation.

Michael said ODOT R/W goes into a hill. He said there is an existing water line or utilities there. It's hard to describe but if you're out there you can see what he means. He thinks ODOT will need a concrete embankment or something because the steep hill is over 10 feet above the road. If it's cheaper for the state to knock down the hill instead of an expensive wall, he thinks it would be mutually beneficial. The hill is a thorn in their side. It'll be more efficient to knock the hill off. Ben said the intent is to stay within the ODOT R/W, and there is additional design that will be needed to know if laying back the hill like he suggested could be beneficial to the project. But I said I'd communicate this to the design team so they're aware of your comments about the hill and how it could help both. Michael said he understands the intent is to stay within the R/W, but if ODOT needs to clear the hill either in the R/W or adjacent areas, he'd be interested since it would be mutually beneficial.

Ben thanked him for sending in the comment and said it will be documented in ODOT's public involvement comments.

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HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

Improvements to US-259 in Hochatown

McCurtain County, OK | **JP34333(04)(08)** | *3/26/2024*

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: 04/09/2024
***personal information is optional and will be kept confidential**

Name:	*Business / Organization:*		
Charity Donnell			
Address:	*City:*	*State:*	*Zip Code:*
162 Timberwolf Trail	Broken Bow	Ok	74728
Phone Number:	*Email Address:*		
580-494-6045	Charitydw6045@gmail.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

The starting point of this plan needs adjusted 5th Street is not a good point. It ~~~~ either needs to start at Sherry lane or where 259 intersects 3/70.

Also this project needs longer turn lanes

The end point needs to be extended to past Tanglewood Hill.

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

By US Mail or ODOT Self Addressed Stamped Envelope:
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 comments received are subject to public disclosure under the Oklahoma Open Records Act.

FORM-CF-PCB-PRD

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5 APR 2024 PM 3 L

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200 NE 21ST STREET
OKLAHOMA CITY OK 73105-9988

OKLAHOMA Transportation

COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

Improvements to US-259 in Hochatown

McCurtain County, OK | **JP34333(04)(08)** | *3/26/2024*

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PLEASE SUBMIT YOUR COMMENTS BY: 04/09/2024
***personal information is optional and will be kept confidential**

Name:	*Business / Organization:*		
Jamie Davis	The Maze of Hochatown / Chi-Dippers Golf Club		
Address:	*City:*	*State:*	*Zip Code:*
12206 N. US Highway 259	Broken Bow	OK	74728
Phone Number:	*Email Address:*		
903-235-9371	themazeofhochatown.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

1) We request a flashing light to slow down traffic at the entrance to the Maze of Hochatown due to the significant amount of near misses we have regularly at our entrance as guests are seeking to turn into our location and are almost rear-ended mostly by large trucks.
2) We request a speed limit evaluation to possibly lower the speed limit through our location. It is currently 55, but traffic speeds seem to speed up rapidly as they near our location and exiting town area.
3) With the widening of the road, the traffic will be closer in proximity to our mini golf course. Is there a way to protect from a vehicle coming off the road thru our fence & hitting guests? We would appreciate some type of barrier, guard rail or concrete posts used in this area to protect our guests from being affected by a vehicle crashing off of Highway.

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

By US Mail or ODOT Self Addressed Stamped Envelope:
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 comments received are subject to public disclosure under the Oklahoma Open Records Act.

FORM-CF-PCB-PRD

SHREVEPORT LA 710

6 APR 2024 PM 2 L

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ENVIRONMENTAL PROGRAMS DIVISIONS
200 NE 21ST STREET
OKLAHOMA CITY OK 73105-9988

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O.D.O.T.

OKLAHOMA Transportation

COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

Improvements to US-259 in Hochatown

McCurtain County, OK | **JP34333(04)(08)** | *3/26/2024*

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: 04/09/2024
***personal information is optional and will be kept confidential**

Name:	*Business / Organization:*		
Brianna Oliver			
Address: 6919 N US Highway 259	*City:* Broken Bow	*State:* OK	*Zip Code:* 74728
Phone Number: 832-507-9202	*Email Address:* bmclark12@gmail.com		

"I have the following comment(s) or question(s) about the proposed project for improvements to US-259 in Hochatown."

Our mailbox is on the opposite side of 259 from our house. It is already hard enough to get across the two lanes to check it; I cannot imagine trying to cross five. Are there plans to relocate the mailboxes to the same side of the road as their corresponding residences / businesses?

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

By US Mail or ODOT Self Addressed Stamped Envelope:
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 comments received are subject to public disclosure under the Oklahoma Open Records Act.

FORM-CF-PCB-PRD

OKLAHOMA DEPARTMENT OF TRANSPORTATION

COMMENT FORM

OKLAHOMA Transportation

Comments Continued

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 5822 OKLAHOMA CITY OK
POSTAGE WILL BE PAID BY ADDRESSEE

OKLAHOMA DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL PROGRAMS DIVISIONS
200 NE 21ST STREET
OKLAHOMA CITY OK 73105-9988

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

FORM-CF-PCB-PRD

ENVIRONMENTAL JUSTICE

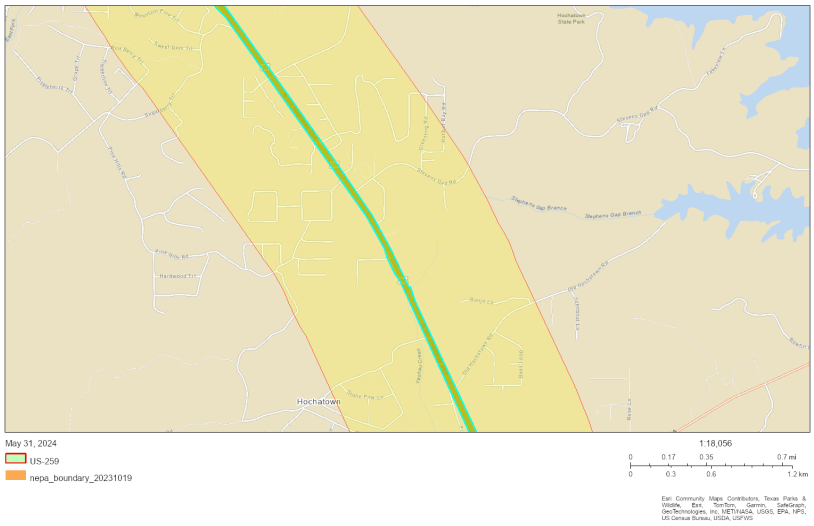
EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Hocha, OK

0.5 miles Ring around the Area
Population: 221
Area in square miles: 7.64

A3 Landscape



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
No language data available.	

COMMUNITY INFORMATION

- Low income: 31 percent
- People of color: 32 percent
- Less than high school education: 9 percent
- Limited English households: 0 percent
- Unemployment: 6 percent
- Persons with disabilities: 25 percent
- Male: 50 percent
- Female: 50 percent
- 83 years — Average life expectancy
- $28,043 — Per capita income
- Number of households: 159
- Owner occupied: 86 percent

BREAKDOWN BY RACE

- White: 68%
- Black: 0%
- American Indian: 15%
- Asian: 1%
- Hawaiian/Pacific Islander: 3%
- Other race: 0%
- Two or more races: 11%
- Hispanic: 2%

BREAKDOWN BY AGE

From Ages 1 to 4	6%
From Ages 1 to 18	23%
From Ages 18 and up	77%
From Ages 65 and up	25%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	0%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2017 -2021. Life expectancy data comes from the Centers for Disease Control.

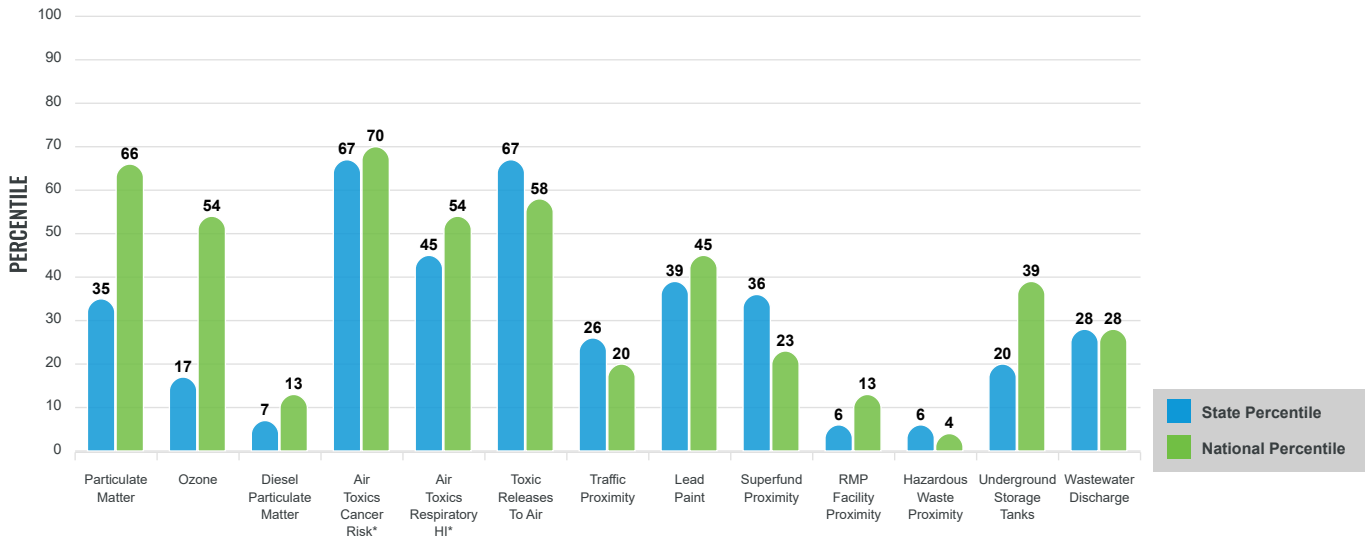
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

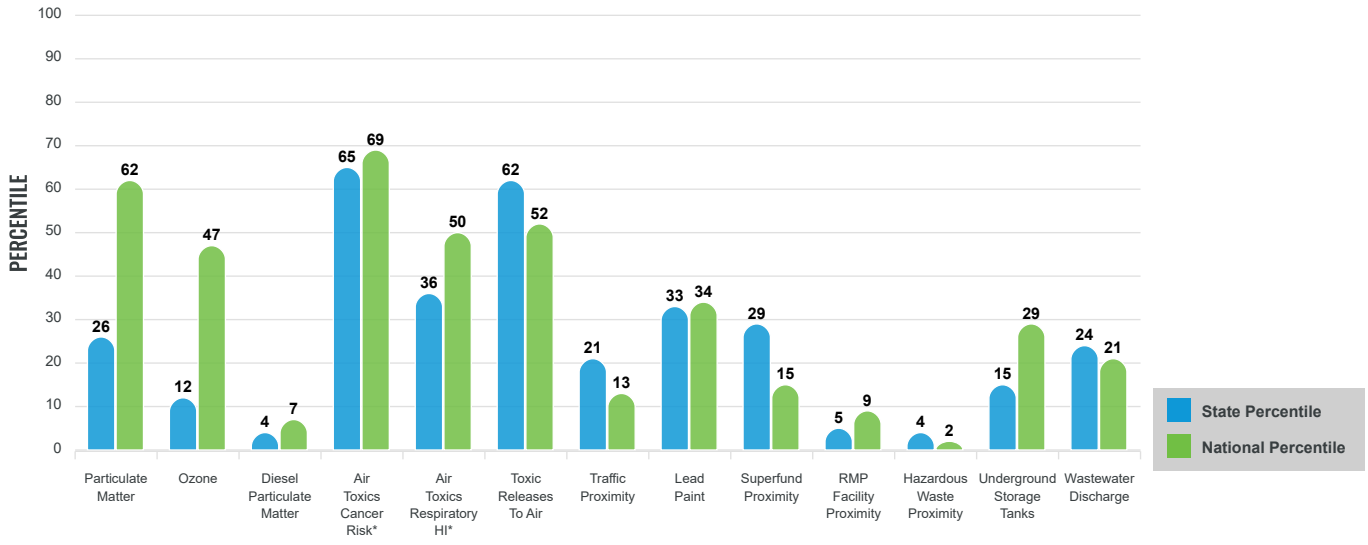
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for 0.5 miles Ring around the Area

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter (µg/m^3)	8.71	9.03	34	8.08	65
Ozone (ppb)	60.4	62.3	15	61.6	44
Diesel Particulate Matter (µg/m^3)	0.0656	0.166	4	0.261	6
Air Toxics Cancer Risk* (lifetime risk per million)	30	25	49	25	52
Air Toxics Respiratory HI*	0.3	0.3	11	0.31	31
Toxic Releases to Air	630	4,100	73	4,600	50
Traffic Proximity (daily traffic count/distance to road)	4.9	83	20	210	11
Lead Paint (% Pre-1960 Housing)	0.081	0.25	36	0.3	32
Superfund Proximity (site count/km distance)	0.017	0.048	28	0.13	14
RMP Facility Proximity (facility count/km distance)	0.044	0.38	7	0.43	8
Hazardous Waste Proximity (facility count/km distance)	0.023	0.43	5	1.9	2
Underground Storage Tanks (count/km^2)	0.018	1.7	16	3.9	23
Wastewater Discharge (toxicity-weighted concentration/m distance)	2.6E-05	0.058	35	22	22
SOCIOECONOMIC INDICATORS					
Demographic Index	31%	36%	42	35%	53
Supplemental Demographic Index	12%	16%	29	14%	44
People of Color	32%	35%	49	39%	51
Low Income	31%	37%	40	31%	56
Unemployment Rate	6%	5%	66	6%	64
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	9%	12%	47	12%	55
Under Age 5	6%	6%	55	6%	63
Over Age 64	25%	16%	84	17%	80
Low Life Expectancy	12%	22%	0	20%	2

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	3
Air Pollution	0
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	0

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	Yes
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for 0.5 miles Ring around the Area

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	12%	22%	0	20%	1
Heart Disease	9.1	7.1	86	6.1	93
Asthma	11.5	11.1	65	10	86
Cancer	7.2	6.3	73	6.1	74
Persons with Disabilities	23.8%	16.9%	86	13.4%	93

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	14%	8%	86	12%	77
Wildfire Risk	50%	43%	53	14%	85

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	38%	17%	92	14%	94
Lack of Health Insurance	22%	15%	83	9%	94
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Report for 0.5 miles Ring around the Area

EJSCREEN ACS Summary Report

Location: User-specified polygonal location
Ring (buffer): 0.5-miles radius
Description:

Summary of ACS Estimates	2017 - 2021
Population	221
Population Density (per sq. mile)	49
People of Color Population	70
% People of Color Population	32%
Households	159
Housing Units	261
Housing Units Built Before 1950	9
Per Capita Income	28,043
Land Area (sq. miles) (Source: SF1)	4.48
% Land Area	98%
Water Area (sq. miles) (Source: SF1)	0.10
% Water Area	2%

	2017 - 2021 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	221	100%	174
Population Reporting One Race	195	88%	340
White	152	69%	151
Black	0	0%	10
American Indian	36	16%	94
Asian	2	1%	12
Pacific Islander	6	3%	63
Some Other Race	0	0%	10
Population Reporting Two or More Races	26	12%	61
Total Hispanic Population	5	2%	25
Total Non-Hispanic Population	216		
White Alone	151	68%	151
Black Alone	0	0%	10
American Indian Alone	34	15%	94
Non-Hispanic Asian Alone	2	1%	12
Pacific Islander Alone	6	3%	63
Other Race Alone	0	0%	10
Two or More Races Alone	24	11%	61
Population by Sex			
Male	110	50%	101
Female	111	50%	114
Population by Age			
Age 0-4	14	6%	41
Age 0-17	51	23%	70
Age 18+	170	77%	122
Age 65+	54	25%	79

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2017 - 2021 .

EJSCREEN ACS Summary Report

Location: User-specified polygonal location
Ring (buffer): 0.5-miles radius
Description:

	2017 - 2021 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	153	100%	112
Less than 9th Grade	3	2%	37
9th - 12th Grade, No Diploma	11	7%	37
High School Graduate	65	42%	84
Some College, No Degree	29	19%	56
Associate Degree	13	9%	30
Bachelor's Degree or more	32	21%	72
Population Age 5+ Years by Ability to Speak English			
Total	207	100%	156
Speak only English	199	96%	147
Non-English at Home[1+2+3+4]	8	4%	56
[1]Speak English "very well"	6	3%	53
[2]Speak English "well"	1	0%	35
[3]Speak English "not well"	1	1%	35
[4]Speak English "not at all"	0	0%	35
[3+4]Speak English "less than well"	1	1%	49
[2+3+4]Speak English "less than very well"	2	1%	60
Linguistically Isolated Households*			
Total	0	0%	20
Speak Spanish	0	0%	10
Speak Other Indo-European Languages	0	0%	10
Speak Asian-Pacific Island Languages	0	0%	10
Speak Other Languages	0	0%	10
Households by Household Income			
Household Income Base	159	100%	85
< $15,000	17	11%	21
$15,000 - $25,000	18	11%	29
$25,000 - $50,000	39	25%	49
$50,000 - $75,000	38	24%	69
$75,000 +	46	29%	40
Occupied Housing Units by Tenure			
Total	159	100%	85
Owner Occupied	136	86%	88
Renter Occupied	23	14%	36
Employed Population Age 16+ Years			
Total	174	100%	122
In Labor Force	87	50%	102
Civilian Unemployed in Labor Force	5	6%	18
Not In Labor Force	86	50%	76

Data Note: Datail may not sum to totals due to rounding. Hispanic population can be of anyrace.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)
*Households in which no one 14 and over speaks English "very well" or speaks English only.

EJSCREEN ACS Summary Report

Location: User-specified polygonal location
Ring (buffer): 0.5-miles radius
Description:

	2017 - 2021 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	N/A	N/A	N/A
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French, Haitian, or Cajun	N/A	N/A	N/A
German or other West Germanic	N/A	N/A	N/A
Russian, Polish, or Other Slavic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Chinese (including Mandarin, Cantonese)	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Tagalog (including Filipino)	N/A	N/A	N/A
Other Asian and Pacific Island	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Other and Unspecified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic popultion can be of any race.
N/A meansnot available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2017 - 2021.
*Population by Language Spoken at Home is available at the census tract summary level and up.

SECTION 106

CULTURAL RESOURCES STUDIES

Environmental Programs Division,
Office 405.521.3050 / Fax 405.522.5193

DATE: March 13, 2024

TO: Project Management Division

FROM: Nicholas Beale – ODOT Cultural Resources Program

SUBJECT: McCurtain County FHWA Project JP 34333(04McCurtain County 34333(04): Proposed Road Improvements on US-259, Beginning 6.25 Miles North of SH-3 and Extending 6.0 Miles North.

There are potentially significant cultural resources within the general vicinity of the referenced project. Please have the following note added to a section of the project plans entitled "Environmental Mitigation Notes" per Policy Directive C-201-2D(2):

Locations outside the project area in the following area must not be utilized for borrow, equipment staging, haul roads, spoil dumps or any off-site project-related activity.

T4S R24E		
	Section 2:	**NW ¼ NE ¼ NE ¼**
	Section 14:	**NE ¼ SW ¼ SW ¼**
	Section 15:	**SE ¼ NW ¼ SE ¼**
		NE ¼ SW ¼ SE ¼
	Section 26:	**SW ¼ NW ¼ SW ¼**
		SE ¼ SE ¼ NE ¼
T5S R24E		
	Section 1:	**SE¼ NW¼**
	Section 12:	**NE ¼ SW ¼ SE ¼**
T5S R25E		
	Section 7:	**SE ¼ SW ¼ SE ¼**

NB

Oklahoma Historical Society
State Historic Preservation Office

February 13, 2024

Mr. Scott Sundermeyer
ODOT Cultural Resources Program Manager
3200 Marshall Avenue, Room 110
Norman, OK 73072

RE: File #0885-24; US-259 Proposed Improvements Project #JP-34333(04), including Hochatown Cemetery and Bridge #4516-0913X, McCurtain County

Dear Mr. Sundermeyer:

We have received and reviewed the documentation submitted on the referenced project in McCurtain County. Additionally, we have examined the information contained in the Oklahoma Landmarks Inventory (OLI) files and other materials on historic resources available in our office. We concur with your opinion that Hochatown Cemetery is not eligible for inclusion in the National Register of Historic Places (NRHP), and we find that there are no known historic properties affected within the referenced project's area of potential effect.

Regarding Hochatown Cemetery, located adjacent to the project, we would like to emphasize the importance of adhering to the Oklahoma statutes governing cemeteries that includes Title 21, Chapter 47, Section 1167: *Punishment for Destruction or Removal of Tomb, Gravestone or Other Cemetery Ornament*, Title 21, Chapter 47, Section 1168.4: *Duty to Report Discovered Remains* and Title 21, Chapter 47, Section 1168.7: *Government Agencies' Discovery of Remains-Duties.*

In addition to our review, you must contact the Oklahoma Archeological Survey (OAS), 111 East Chesapeake, #102, Norman OK 73019-5111 (#405-325-7211, FAX #405-325-7604), to obtain a determination about the presence of prehistoric resources that may be eligible for the National Register of Historic Places. Should the OAS conclude that there are no prehistoric archaeological sites or other types of "historic properties," as defined in 36 CFR Part 800.16(l), which are eligible for inclusion in the National Register of Historic Places within the project area and that such sites are unlikely to occur, we concur with that opinion.

The OAS may conclude that an additional on-site investigation of all or part of the project impact area is necessary to determine the presence of archaeological resources. In the event that such an investigation reveals the presence of prehistoric archaeological sites, we will defer to the judgment of the OAS concerning whether or not any of the resources should be considered "historic properties" under the Section 106 review process. If sites dating from the historic period are identified during the survey or are encountered during implementation of the project, additional assessments by the SHPO will be necessary.

Please note that this project is located within the reservation boundaries of the Choctaw Nation and is therefore on tribal lands as defined in the National Historic Preservation Act (NHPA) and the Section 106 regulations (36 CFR Part 800).

Should further correspondence pertaining to this project be necessary, please reference the above underlined file number. If you have any questions, please contact Kristina Wyckoff, Historical Archaeologist, at 405-521-6381. Thank you.

RE: File #0885-24; US-259 Proposed Improvements Project #JP-34333(04), including Hochatown Cemetery and Bridge #4516-0913X, McCurtain County

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

LO:pm

cc: Dr. Ian Thompson, Choctaw Nation

Oklahoma Archeological Survey
THE UNIVERSITY OF OKLAHOMA

February 28, 2024

Scott Sundermeyer, Director
ODOT Cultural Resources Program
3200 Marshall Ave, Room 110
Norman, OK 73019

Re: OAS FY24-1091 *Proposed Road Improvements on US-259, Beginning 6.25 Miles North of SH-5 and Extending 6.0 Miles North.* Report by Monica Ray, M. Hogan, H. Hurlburt, M. Black & N. Beale (AmaTerra).
ODOT J/P: 34333(04)
Legal Description: Section 22, 26, 27, 35, T4S, R24E; Section 1, 12, 13, 24, T5S, R24E; Section 18, 19, T5S, R25E, McCurtain County, Oklahoma.

Dear Mr. Sundermeyer,

This agency received the submitted ODOT cultural resources survey report of investigations regarding the above-referenced undertaking for review and comment. From the information provided, we understand that AmaTerra staff surveyed the 118.1-acre study area, which encompasses the Area of Potential Effects (APE), on October 24-November 2, 2023. No archaeological sites were identified within the project area as part of this survey. Two previously identified sites were identified near, but outside the APE. ODOT recommends a finding of *No Effect on Historic Properties* for the project as proposed.

I concur with the findings and recommendations as they pertain to prehistoric archaeological resources and defer opinion on overall project effects to the State Historic Preservation Office.

This review has been conducted in cooperation with the State Historic Preservation Office, Oklahoma Historical Society. You must also have a letter from that office to document your consultation pursuant to Section 106 of the National Historic Preservation Act.

Sincerely,

Kary L. Stackelbeck, Ph.D.
State Archaeologist

cc: SHPO

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM
3200 Marshall Avenue, Room 110
Norman 73072
www.odotculturalresources.info

January 24, 2024

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

Dear Ms. Ozan:

Re: McCurtain County FHWA Project JP 34333(04): Proposed Road Improvements on US-259, Beginning 6.25 Miles North of SH-3 and Extending 6.0 Miles North; submittal for comment under Section 106 of the National Historic Preservation Act.

Please find the attached cultural resources survey report for the referenced project prepared by AmaTerra. The project proposes improvements to US-259 to include widening one bridge (NBI 14031) and widening and resurfacing US-259 with a three to five-lane curb and gutter section. All work will be done within the existing ODOT right-of-way (ROW), and no new or temporary easement will be required. The existing roadway facility is comprised of two 12 ft-wide paved driving lanes with 6 ft-wide asphalt outside shoulders.; the existing right-of-way is 75 feet from the centerline of US-259. The area of potential effect (APE) as defined by 36 CFR 800.16(d) is the study area, which is approximately 118 acres and described in the report.

During this investigation no cultural resources were documented within the APE. The location of two previously recorded sites (34MC556 and 34MC1111) mapped within the APE were investigated. The Hochatown Cemetery adjacent to the APE was also investigated to ensure that there is no potential for any unmarked burials from the cemetery in the APE.

The locations of the two previously recorded sites – 34MC556 (an unassigned lithic scatter site whose original date of recording is unknown) and 34MC1111 (a mid-20th century spring box and can scatter possibly documented in 2005) – that are currently mapped within the APE were revisited. Both locations were subjected to close-interval shovel testing but no evidence from either site was found within the APE. Site update forms were completed and the forms reflect this change of site boundaries. Both sites were originally recommended as not assessed for eligibility for inclusion to the NRHP and because no cultural resources were identified during the current investigation, both sites are still considered unassessed for inclusion in the NRHP (however the sites are no longer mapped within ODOT right-of-way).

The Hochatown Cemetery (est. at current location 1964, original location est. 1891) was documented as part of this field survey because it is adjacent to the APE. The purpose of documenting this cemetery was to identify the likelihood that any unmarked graves are in the APE. The portion of the cemetery that is directly adjacent to the APE was constructed in 2005, well after the construction of US-259 in 1976. The background research corroborates the lack of any anomalies identified within the APE near the cemetery. No evidence suggests that the proposed project will encounter any unmarked graves. Furthermore, the Hochatown Cemetery does not possess unique characteristics, designs or associations which would qualify it for inclusion in the NRHP, and therefore is not eligible for NRHP-listing under Criterion A, B, C or D.

The existing bridge carrying US-259 over an unnamed creek (4516 0913 X; [NBI 14031]) is a reinforced concrete culvert constructed in 1958. This bridge is of the type discussed in the Program Comment for Post-1945 concrete and steel bridges. This structure is exempt from Section 106 review and was not documented.

Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, it is our opinion that the project, as proposed, will have no effect on historic properties. We respectfully request your concurrence or comments to our opinion.

If you have any questions regarding this project, please contact Mr. Scott Sundermeyer at 325-7201 (ssundermeyer@odot.org).

Sincerely,

Scott Sundermeyer
ODOT Cultural Resources Program Manager

cc: State Archaeologist

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

To: Environmental Programs Division
From: Rhonda S. Fair, Director - Tribal Coordination
Re: Summary of tribal consultation for

March 14, 2024

- County: McCurtain
- JP# 34333(04)
- Oklahoma Statistical Tribal Area: Choctaw Nation

ODOT consulted with the following Tribal Nations:

Caddo Nation, Choctaw Nation, Osage Nation, Quapaw Nation, Wichita and Affiliated Tribes

ODOT received the following comments:

Caddo Nation: Does not affect known cultural, traditional, or sacred sites of interest to the Caddo Nation, no objection to the project at this time (10/2/2023, 2/13/2024).

Choctaw Nation: Within area of historic interest, concurs with findings, requests survey report (10/19/2023). Concurs with finding of no effect (3/1/2024).

Quapaw Nation: Concurs with recommendation that a cultural resources survey should be conducted (9/27/2023).

Based on the information provided in the Request for Specialists' Studies, the area of potential effect involves:

- [x] Tribal trust property
- [ ] Individual Indian trust property or restricted Indian land
- [ ] Tribally owned fee land or tribal facilities such as offices, housing, businesses, or health care facilities
- [ ] None of the above

The following areas are listed for avoidance by contractor-selected off-project facilities:

T5S R24E
Sec 1: SE NW

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

September 20, 2023

Caddo Nation
Attn: Chairman Bobby Gonzalez
P.O. Box 487
Binger, OK 73009

Dear Chairman Gonzalez:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking:

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				
Location	T4S R24E Sec 22, 26, 27, & 35; T5S R24E Sec 1, 12, 13, & 24; and T5S R25E Sec 18 & 19.				
Additional information	This project is existing alignment: ☒ yes ☐no This project is within existing right of way: ☒ yes ☐no This project involves ground disturbance: ☒ yes ☐no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The area of potential effect (APE) will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the APE, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Jonathan Rohrer, THPO

Rhonda Fair

From: Jonathan Rohrer <noreply@jotform.com>
Sent: Monday, October 2, 2023 1:27 PM
To: Rhonda Fair
Subject: [EXTERNAL] Improvements on US Highway259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown, McCurtain County, Ok - Job Piece # 34333(04)

Rhonda

Thank you for your request for consultation, received on 09-25-2023. The Caddo Nation appreciates your willingness to conduct proper consultation, pursuant to Section 106 of the National Historic Preservation Act.

Upon review of the project and location I have determined that it does not affect known cultural, traditional or sacred sites of interest to the Caddo Nation. As such, the Caddo Nation has no objection to the project at this time. However, in the event that an inadvertent discovery of potentially relevant cultural sites, funerary objects, or human remains occurs, we request that the project be immediately halted and the proper authorities be contacted. Additionally, The Caddo Nation would need to be notified of an inadvertent discovery with 24 hours.

Should you have any question or concerns regarding this response please feel free to contact our office.

Best regards,

Jonathan

Jonathan M. Rohrer
Tribal Historic Preservation Officer

Caddo Nation

Caddo Nation
P.O. Box 487
Binger, OK 73009
t: (405)656-0970 Ext. 2070
e: jrohrer@mycaddonation.com

www.mycaddonation.com

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

February 2, 2024

Caddo Nation
Attn: Chairman Bobby Gonzalez
P.O. Box 487
Binger, OK 73009

Dear Chairman Gonzalez:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				

In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation examined the location of two previously recorded archaeological sites and one adjacent cemetery. The APE contained no evidence of either archaeological site. The Hochatown Cemetery's boundaries are readily apparent and no evidence suggests the presence of unmarked graves extending outside of the cemetery's boundaries. Ongoing tribal consultation has not identified any areas of concern. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Jonathan Rohrer, THPO

Rhonda Fair

From: Jonathan Rohrer <noreply@jotform.com>
Sent: Tuesday, February 13, 2024 3:41 PM
To: Rhonda Fair
Subject: [EXTERNAL] Improvements on US Highway 259 beginning 6.5 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown, McCurtain County, OK. - Job Piece #: 34333(04)

Rhonda S.

Thank you for your request for consultation, received on 02-13-2024. The Caddo Nation appreciates your willingness to conduct proper consultation, pursuant to Section 106 of the National Historic Preservation Act.

Upon review of the project and location I have determined that it does not affect known cultural, traditional or sacred sites of interest to the Caddo Nation. As such, the Caddo Nation has no objection to the project at this time. However, in the event that an inadvertent discovery of potentially relevant cultural sites, funerary objects, or human remains occurs, we request that the project be immediately halted and the proper authorities be contacted. Additionally, The Caddo Nation would need to be notified of an inadvertent discovery with 24 hours.

Should you have any question or concerns regarding this response please feel free to contact our office.

Best regards,

Jonathan

Jonathan M. Rohrer
Tribal Historic Preservation Officer

Caddo Nation

Caddo Nation
P.O. Box 487
Binger, OK 73009
t: (405)656-0970 Ext. 2070
e: jrohrer@mycaddonation.com

www.mycaddonation.com

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

September 20, 2023

Choctaw Nation
Attn: Dr. Ian Thompson, THPO
Tribal Historic Preservation Office
P.O. Drawer 1210
Durant, OK 74702

Dear Dr. Thompson:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking:

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				
Location	T4S R24E Sec 22, 26, 27, & 35; T5S R24E Sec 1, 12, 13, & 24; and T5S R25E Sec 18 & 19.				
Additional information	This project is existing alignment: ☒ yes ☐no This project is within existing right of way: ☒ yes ☐no This project involves ground disturbance: ☒ yes ☐no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The area of potential effect (APE) will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the APE, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

Rhonda Fair

From: Madison D. Currie <mcurrie@choctawnation.com>
Sent: Thursday, October 19, 2023 10:42 AM
To: Rhonda Fair
Cc: Lindsey Bilyeu
Subject: [EXTERNAL] RE: McCurtain County OK / ODOT JP# 34333(04) initial consultation

Halito Dr. Fair,

The Choctaw Nation of Oklahoma thanks you for the correspondence regarding the above referenced project. McCurtain County, Oklahoma lies within our area of historic interest. The Choctaw Nation Historic Preservation Department concurs with your findings and requests the survey report.

If you have any questions, please contact me.

Yakoke,

Maddie Danielle Currie
NHPA Compliance Review Specialist
Historic Preservation Department
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74702
Office: 580-642-8467
Cell: 580-740-9537

Choctaw Nation
Faith•Family•Culture

From: Rhonda Fair <RFair@odot.org>
Sent: Wednesday, September 20, 2023 1:46 PM
To: Madison D. Currie <mcurrie@choctawnation.com>
Subject: McCurtain County OK / ODOT JP# 34333(04) initial consultation

Halito: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Maddie,

Please see the attached project notification. Just let me know if you have any questions.

Thanks!

Rhonda

Rhonda S. Fair, Ph.D.

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

February 2, 2024

Choctaw Nation
Attn: Dr. Ian Thompson, THPO
Tribal Historic Preservation Office
P.O. Drawer 1210
Durant, OK 74702

Dear Dr. Thompson:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				

In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation examined the location of two previously recorded archaeological sites and one adjacent cemetery. The APE contained no evidence of either archaeological site. The Hochatown Cemetery's boundaries are readily apparent and no evidence suggests the presence of unmarked graves extending outside of the cemetery's boundaries. Ongoing tribal consultation has not identified any areas of concern. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

:

Rhonda Fair

From: Madison D. Currie <mcurrie@choctawnation.com>
Sent: Friday, March 1, 2024 4:00 PM
To: Rhonda Fair
Cc: Lindsey Bilyeu
Subject: [EXTERNAL] Re: McCurtain County OK / ODOT JP# 34333(04) cultural resources report - no effect
Attachments: McCurtain 34333(04) CR report.pdf

Halito Rhonda,

The Choctaw Nation of Oklahoma thanks you for the correspondence regarding the above referenced project. The Choctaw Nation Historic Preservation Department concurs with the finding of "no effect". However, we ask that work be stopped and our office contacted immediately in the event that Native American artifacts or human remains are encountered.

If you have any questions, please contact me.

Yakoke,

Maddie Danielle Currie
NHPA Compliance Review Specialist
Historic Preservation Department
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74702
Office: 580-642-8467
Cell: 580-740-9537

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

September 20, 2023

Osage Nation
Attn: Principal Chief Geoffrey Standing Bear
627 Grandview
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking:

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				
Location	T4S R24E Sec 22, 26, 27, & 35; T5S R24E Sec 1, 12, 13, & 24; and T5S R25E Sec 18 & 19.				
Additional information	This project is existing alignment: ☒ yes ☐no This project is within existing right of way: ☒ yes ☐no This project involves ground disturbance: ☒ yes ☐no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The area of potential effect (APE) will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the APE, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Andrea Hunter, THPO

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

February 2, 2024

Osage Nation
Attn: Principal Chief Geoffrey Standing Bear
627 Grandview
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				

In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation examined the location of two previously recorded archaeological sites and one adjacent cemetery. The APE contained no evidence of either archaeological site. The Hochatown Cemetery's boundaries are readily apparent and no evidence suggests the presence of unmarked graves extending outside of the cemetery's boundaries. Ongoing tribal consultation has not identified any areas of concern. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Dr Andrea Hunter, THPO

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

September 20, 2023

Quapaw Nation
Attn: Chair Kathryn Supernaw
P.O. Box 765
Quapaw, OK 74363

Dear Chair Supernaw:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking:

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				
Location	T4S R24E Sec 22, 26, 27, & 35; T5S R24E Sec 1, 12, 13, & 24; and T5S R25E Sec 18 & 19.				
Additional information	This project is existing alignment: ☒ yes ☐no This project is within existing right of way: ☒ yes ☐no This project involves ground disturbance: ☒ yes ☐no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The area of potential effect (APE) will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the APE, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Everett Bandy, THPO

QUAPAW NATION

P.O. Box 765
Quapaw, OK 74363-0765

(918) 542-1853
FAX (918) 542-4694

September 27, 2023

Rhonda S. Fair, Ph.D.
Government Affairs
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105

Re: Job Piece# 34333(04) McCurtain County, Oklahoma

Dear Rhonda S. Fair, Ph.D.,

The Quapaw Nation Historic Preservation Program (QNHPP) has received notification of the proposed Job Piece# 34333(04) McCurtain County, Oklahoma.

In accordance with the National Historic Preservation Act, (NHPA)[U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d)(6)(A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969.)

The Quapaw Nation has a vital interest in protecting its historic and ancestral cultural resources. The Quapaw Nation concurs with the **Agency** recommendations that a cultural resources survey should be conducted. The Quapaw Nation looks forward to receiving the cultural resources survey report for the proposed project.

Should you have any questions or need any additional information, please feel free to contact Cheyenne Greenup at Cheyenne.greenup@quapawnation.com, please copy section106@quapawnation.com to insure additional informational request are reviewed in a timely manner. Thank you for consulting with the Quapaw Nation on this matter.

Sincerely,

Cheyenne Greenup

On behalf of
-Everett Bandy
Preservation Officer/ QNHPP Director
Quapaw Nation
P.O. Box 765
Quapaw, OK 74363
(w) 918-238-3100

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

February 2, 2024

Quapaw Nation
Attn: Chair Kathryn Supernaw
P.O. Box 765
Quapaw, OK 74363

Dear Chair Supernaw:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				

In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation examined the location of two previously recorded archaeological sites and one adjacent cemetery. The APE contained no evidence of either archaeological site. The Hochatown Cemetery's boundaries are readily apparent and no evidence suggests the presence of unmarked graves extending outside of the cemetery's boundaries. Ongoing tribal consultation has not identified any areas of concern. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Everett Bandy, THPO

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

September 20, 2023

Wichita and Affiliated Tribes
Attn: President Terri Parton
P.O. Box 729
Anadarko, OK 73005

Dear President Parton:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking:

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				
Location	T4S R24E Sec 22, 26, 27, & 35; T5S R24E Sec 1, 12, 13, & 24; and T5S R25E Sec 18 & 19.				
Additional information	This project is existing alignment: ☒ yes ☐no This project is within existing right of way: ☒ yes ☐no This project involves ground disturbance: ☒ yes ☐no				

If this undertaking may affect burials, cemeteries, or properties of religious and cultural significance to your tribe, please notify me as soon as possible. Likewise, if this undertaking occurs on land held in trust for the tribe and the tribe has 101(d)(2) status from the National Park Service, please make this office aware of the location of the trust property. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

The area of potential effect (APE) will be subject to a cultural resources survey. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the APE, in accordance with 36 CFR Part 800.4. The survey will be performed in consultation with the Oklahoma State Historic Preservation Office and other consulting parties as appropriate. You will be provided a copy of the cultural resources report upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Gary McAdams, THPO

OKLAHOMA Transportation

Government Affairs
200 N.E. 21st Street
Oklahoma City, OK 73105
www.odot.org

February 2, 2024

Wichita and Affiliated Tribes
Attn: President Terri Parton
P.O. Box 729
Anadarko, OK 73005

Dear President Parton:

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is conducting Section 106 consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following Federal-Aid undertaking.

County	McCurtain	**Job Piece #**	34333(04)	**Anticipated Let Date**	2024
Project description	Improvements on US Highway 259 beginning 6.25 miles north of State Highway 3 Junction and extending north 6 miles near Hochatown				

In accordance with 36 CFR Part 800.4, the area of potential effect (APE) was surveyed for cultural resources in order to identify historic properties that may be affected by the undertaking. A copy of this report is enclosed.

This investigation examined the location of two previously recorded archaeological sites and one adjacent cemetery. The APE contained no evidence of either archaeological site. The Hochatown Cemetery's boundaries are readily apparent and no evidence suggests the presence of unmarked graves extending outside of the cemetery's boundaries. Ongoing tribal consultation has not identified any areas of concern. Pursuant to 36 CFR 800.4(d)(1), and based upon the results of this study, our opinion is that the project, as proposed, will have no effect on historic properties.

If this undertaking may affect properties of religious and cultural significance to your tribe or tribal trust land, please notify me as soon as possible. In order to provide the most thorough consideration of these properties in the planning process, we appreciate receiving your response to this request within 30 days. Please rest assured that we will respect your wishes regarding the confidentiality of any information that you provide.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.517.5670 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director - Tribal Coordination

cc: Gary McAdams, THPO

OKLAHOMA DEPARTMENT OF TRANSPORTATION

CULTURAL RESOURCES SURVEY REPORT

McCurtain County 34333(04): Proposed Road Improvements on US-259, Beginning 6.25 Miles North of SH-3 and Extending 6.0 Miles North

Prepared by: Monica Ray, Maura Hogan, Haley Hurlburt, Miranda Black, and Nicholas Beale

Principal Investigator: Maura Hogan, M.A., AmaTerra Environmental, Inc.

ODOT Cultural Resources Program

January 2024

Lead Federal Agency: Federal Highway Administration (FHWA)

OKLAHOMA Transportation

County:	McCurtain
J/P#:	34333(04)
Surveyed by:	Monica Ray, Travis Trahan, Zach Mayes, Shira Hayes, McCarthy Strachan, Brianna Rodman, and Miranda Black
Survey Date:	10/24-11/2/2023

MANAGEMENT SUMMARY:

On behalf of Freese and Nichols, Inc. (FNI) and in coordination with the Oklahoma Department of Transportation (ODOT), AmaTerra, an ERG Company (AmaTerra) completed a cultural resources study of US Highway 259 (US-259), beginning 6.25 miles north of State Highway 3 (SH-3) and extending 6 miles north in McCurtain County, Oklahoma through Hochatown. The cultural resources survey was conducted ahead of planned improvements to widen and resurface US-259 to address road safety and increase roadway capacity. Fieldwork was completed by AmaTerra staff from 10/24-11/2/2023. An intensive archaeological survey, consisting of 100% pedestrian survey and shovel testing was conducted in an area extending 35,376 feet (10,783 meters) along US-259. The study area encompasses a total of 118.1 acres within the existing ODOT right-of-way (ROW).

The methods utilized for the cultural resources survey conformed to the standards set forth in the ODOT-CRP Manual (Updated October 2017) and were appropriate for the anticipated potential for cultural resources and archaeological deposits to be present within the project footprint. All subsurface tests were negative for cultural materials, and no resources possessing characteristics which would qualify them for inclusion in the National Register of Historic Places (NRHP) were identified within the project study area.

No new archaeological sites were recorded as part of this field survey. Two previously recorded sites (34MC556 and 34MC1111) were revisited as part of the field survey and OAS site forms were updated. No evidence of either site was found within the APE and the updates to their respective site forms reflect this. Both sites were originally recommended as not assessed for eligibility for inclusion to the NRHP and because no cultural resources were identified during the current investigations, both sites are still considered not assessed for NRHP eligibility.

The Hochatown Cemetery (est. at current location 1964, original location est. 1891) was documented as part of this field survey because it is adjacent to the APE. The purpose of documenting this cemetery was to identify the likelihood that any unmarked graves are in the APE. No evidence suggests that the proposed project will encounter any unaccounted-for graves associated with this cemetery. Furthermore, the Hochatown Cemetery does not possess unique characteristics, designs or associations which would qualify it for inclusion in the NRHP, and therefore has been recommended **not eligible** for NRHP-listing under Criterion A, B, C or D.

The existing bridge carrying US-259 over an unnamed creek (4516 0913 X; [NBI 14031]) is a reinforced concrete culvert constructed in 1958. This bridge is of the type discussed in the Program Comment for Post-1945 concrete and steel bridges. This structure is exempt from Section 106 review and was not documented.

Based on the results of this intensive cultural resource survey, no further work is recommended within the study area.

1. PROJECT DESCRIPTION:

The Oklahoma Department of Transportation (ODOT) is proposing improvements to US Highway 259 (US-259), 6.25 mi north of State Highway 3 (SH-3), extending north approximately 6.0 mi north in McCurtain County, Oklahoma through the town of Hochatown. The existing roadway facility is comprised of two 12 ft-wide paved driving lanes with 6 ft-wide asphalt outside shoulders. The proposed improvements to US-259 include extending NBI 1403 to the clear zone, and widening and resurfacing US-259 with a three to five-lane curb and gutter section. All work will be done within the existing ODOT ROW and no new or temporary easement will be required. The existing ODOT ROW extends 75 ft from the US-259 centerline.

The study area represents the area-of-potential effect (APE) (36 CFR 800.16(d)) for the undertaking and is based upon the 30 percent plans received from the designers on 10/19/2023. The study area begins approximately 1,308 ft south of Neeson Wood Lane US-259 and extends 6.7 miles north to 216 ft north of the intersection of Golf Course Road and US-259. Most of the study area is 140 ft wide with some perpendicular extensions to include portions of intersecting roadways. The maximum width of the study area extends to 230 ft. There will be no work outside of the existing ROW, and all portions of the property encompassed within the study area footprint belong to and are under regulatory supervision of ODOT. The total length of the study area is 6.7 miles, and it encompasses a total area of 118.1 acres all within existing ODOT ROW.

The existing bridge carrying US-259 over an unnamed creek (4516 0913 X; [NBI 14031]) is a reinforced concrete culvert constructed in 1958. This bridge is of the type discussed in the Program Comment for Post-1945 concrete and steel bridges. This structure is exempt from Section 106 review and was not documented.

Legal Location:	Township 4S, Range 24E, Sections 22, 26, 27, 35; Township 5S, Range 24E, Sections 1, 12, 13, 24; Township 5S, Range 25E, Sections 18, 19
U.S.G.S Quadrangle:	1982 Old Glory Mountain Oklahoma USGS 7.5-minute Series Topographic Quadrangle, 1981 Stephens Gap Oklahoma USGS 7.5-minute Series Topographic Quadrangle, 1981 Broken Bow Oklahoma USGS 7.5-minute Series Topographic Quadrangle

2. ENVIRONMENTAL SETTING:

Built Environment Setting:

The study area runs along US-259 in a rural tourist town surrounded by the Ouachita National Forest and Beavers Bend State Park. Previous disturbances within the study area include commercial development, road construction, utilities, and driveways.

Geomorphology, Geology, and Soils:

The study area lies within the Beavers Bend Hills geomorphic province (Curtis et al 2008). The formation is comprised of moderate to high hills and ridges formed by tightly folded Ordovician through Mississippian sedimentary rocks. Elevation ranges from 500 to 1000 feet above sea level, though in the study area specifically the elevation averages 408 feet asl. McCurtain County has two major drainage systems: Red River Mainstem (To Kiamichi River) in the south along the Texas Border and Little River (McCurtain County) to the north. The study area is within the Little River (McCurtain County) basin.

Soils complexes in the study area from north to south include the Sherwood-Zafra complex (5–12% slopes), Carnasaw-Clebit association (12–20% slopes), Ceda gravelly fine sandy loam (0–2% slopes, frequently flooded), Clebit-Carnsaw-Stapp association (1–5% slopes), Sherwood-Zafra complex (1–5% slopes), Pickens gravelly silt loam (5–15% slopes), Sherwood fine sandy loam (1–3% slopes), and Carnasaw-Zafra complex (1–8% slopes). According to the USDA-NCSS Web Soil Survey, most soils within the area are upland soils formed in residuum from bedrock located on hillslopes, summits, or low-lying ridges. The only exception is Ceda gravelly fine sandy

loam (0–2% slopes, frequently flooded) which is formed in loamy alluvium and located in flood plains (NRCS-NCSS 2021). Munsell colors are described as they appear when dry:

Soils in the Carnasaw series are mapped as having an A horizon 0-8 centimeters below the surface (cmbs) (10YR 3/2), an E horizon 8-23 cmbs (10YR 5/4), a Bt1 horizon 23-38 cmbs (5YR 5/8), a Bt2 horizon 38-94 cmbs (5YR 4/8), a Bt3 horizon 94-107 cmbs (5YR 4/8), and terminate in a Cr horizon 107-132 cmbs (shale bedrock).

Soils in the Zafra series are mapped as having an A horizon 0-10 cmbs (10YR 4/2), an E horizon 10-25 cmbs (10YR 5/4), a BE horizon 25-38 cmbs (7.5YR 5/6), a Bt1 horizon 38-66 cmbs (5YR 5/6), a Bt2 horizon 66-97 cmbs (5YR 5/6), a Cr horizon 97-114 cmbs (sandstone with lenses of shale), and terminates in a R horizon 114-140 cmbs (hard sandstone).

Soils in the Sherwood series are mapped as having an Ap horizon 0-13 cmbs (10YR 4/2), an E horizon 13-30 cmbs (10YR 5/3), a Bt1 horizon 30-76 cmbs (5YR 5/6), a Bt2 horizon 76-97 cmbs (5YR 5/8), a BC horizon 97-127 cmbs (5YR 5/8), and terminates in an R horizon 127-152 cmbs (fractured acid sandstone bedrock).

Soils in the Clebit series are mapped as having an A horizon 0-13 cmbs (10YR 3/2), a Bw horizon 13-30 cmbs (10YR 4/3), and terminate in an R horizon 30-38 cmbs (hard gray sandstone).

Soils in the Ceda series are mapped as having an A horizon 0-23 cmbs (10YR 4/2), a C1 horizon 23-74 cmbs (10YR 4/4), and terminate in a C2 horizon 74-164 cmbs (10YR 5/4).

Soils in the Pickins series are mapped as having an A horizon 0-10 cmbs (10YR 3/2), an E horizon 10-25 cmbs (10YR 5/3), a Bw horizon 25-43 cmbs (10YR 5/4), and terminates in a R horizon 43-76 cmbs (10YR 3/1 shale bedrock).

Soils in the Stapp series are mapped as having an A horizon 0-5 cmbs (10YR 4/2), an E horizon 5-20 cmbs (10YR 5/3), a Bt1 horizon 20-56 cmbs (2.5YR 5/6), a Bt2 horizon 56-91 cmbs (2.5YR 5/6), a Bt3 horizon 91-112 cmbs (2.5YR 5/6), and terminates in a Cr horizon 112-127 cmbs (10YR 5/1, shale)

In summary, most study area soils are formed in area residuum with shallow A horizons. Deep archaeological deposits may occur within Ceda soils near larger area drainages. Shovel tests were estimated to reach depths of 15-30 cmbs, hitting basal, sterile subsoils at far shallower depths of 10-15 cmbs along disturbed and eroded areas, and reaching maximum depths of 80 cmbs in deposits within Ceda floodplain soils near steam crossings and Yashau Creek.

Vegetation:

The study area is within the Central Mountain Region Level IV ecoregion, of the Ouachita Mountains. This ecoregion is characterized by sandstone, chert, conglomerate, and shale, shallow and stony soils, as well as oak, hickory, and pine forests (Woods et al 2005). Land-use in this region consists largely of forest and pastureland for logging, livestock, and poultry and croplands in areas with gentle slopes planted in corn, soy, peanuts, and hay (Woods et al. 2005). The study area encompasses a rural town, comprised primarily of commercial buildings, residential buildings, and forest. Vegetation observed directly within the study consisted of oak-pine forest with occasional short grasses in residential yards, and along some portions of the ROW.

According to the USGS Land Cover Map (2011), the study area is comprised of Deciduous and Evergreen Forests with small sections of Shrub. The current road is considered “Developed, Low Intensity”, while most of Hochatown is “Developed, Medium Intensity.”

Surface Visibility:

XXX	**0-25%**	**In forested areas with heavy leaf litter and unmaintained highway right-of-way**
	25-50%	
XXX	**50-75%**	**In maintained right-of-way grasses**
XXX	**75-100%**	**In areas with heavy disturbances from road construction**

3. CULTURAL BACKGROUND:

Background Research:

XXX	State Site Files at Oklahoma Archeological Survey (OAS) on 6/13/2023
XXX	State Historic Preservation Office (SHPO) National Register of Historic Places (NRHP) listings, Determinations of Eligibility (DOE) in Oklahoma listings, and Oklahoma Landmarks Inventory (OLI) files, accessed online

The Principal Investigator (PI) conducted background research at the following repositories: the state site files at the Oklahoma Archeological Survey (OAS) and preformed an OASIS search on 6/13/2023, State Historic Preservation Office (SHPO), Oklahoma Landmarks Inventory (OLI), National Register of Historic Places (NRHP), and Determination of Eligibility (DOE) files (researched online; updated April 5, 2023).

AmaTerra contacted the Ouachita National Forest, Oklahoma Ranger District Archaeologist to review relevant adjacent areas for any potential cultural resources recorded within USFS jurisdiction for background purposes, but given the scope of the study area, no resources on USFS lands would be impacted.

Archival topographic maps were also referenced in preparing this proposal, including the 1902 (1902, 1917, and 1942 eds.) 1:125K scale; Lukfata, OK, 1950 (1950 and 1951 eds) McAlester, OK 1:250K scale; 1959 (1960 and 1965 eds) Golden, OK 1:62.5K scale; 1959 (1960, 1965, and 1983 eds) Broken Bow, OK 1:62.5K scale; and 1962 (1962 and 1965 eds) McAlester, OK 1:250K scale topographic maps.

Archival aerial photographs referenced in preparing this proposal included 1938, 1963, 1955, 1977, and 1980 aerial imagery from the Oklahoma Office of Geographic Information (OOGI), OKMaps.org, and historicaerials.com.

Other online resources appropriate to this project were also reviewed including the 1936 General Highway and Transportation Map (GHM) for McCurtain County North; the General Land Office (GLO) plat maps for 1898 T4S R24E, T5S R24E, and 1899 T5S R25E; the 1936 United States Works Progress Administration (WPA) Oklahoma Maps for T4S R24E, T5S R24E, and T5S R25E; and the Geographic Names Information System database for cemeteries.

The main objective of this research was to identify previously recorded NRHP-eligible or -listed properties and to develop a full understanding of the cultural context, land use patterns, and previously identified cultural resources within and adjacent to the study area. Additionally, all previously identified archaeological resources within 1 mi of the study area have been identified and examined, via file search, by location, site type, and NRHP status to establish areas for off-project avoidance.

Archaeology Background:

The OASIS file search identified 12 previous archaeological surveys which overlap portions of the study area (**Table 1**). A total of 12 archaeological sites were identified within 1 mile of the study area with two of them mapped within the current APE.

Information regarding previously recorded archaeological surveys has been gathered from OAS survey cards on file at the OAS-Community Assistance Program and from a site file search conducted by OASIS-AOI. The OASIS request generated two reports, one with a 1-mile buffer and another without a buffer around the Area of Potential Effect (APE), and spreadsheets containing tabular data on the intersecting features. The combined results of the consultant in-person search and the OASIS-AOI data is summarized below:

Previous Surveys

According to records on file at OAS and through an OASIS search, a total of 12 previous cultural resource surveys (**Table 1**), 12 archaeological sites, and three Site Leads are recorded within 1 mile of the study area. Of these, six surveys and two sites, 34MC556 and 34MC1111, overlap with the current study area.

Table 1: Previous Surveys within one mile of the study area.

ID Number/ *Date*	**Sponsoring Agency or Author Affiliation**	**Surveyor or Lead Report Author**	**Project Name/Number/Title**	**Overlaps with Project**	**Sites Recorded**
Timber Harvesting *5/1/2017*	American Resource Group LTD.	Schwegman, John	A Phase I Cultural Resources Survey of a 1377-Acre sample area located within the Hochatown Wildland Urban Interface Project, Broken Bow unit. Oklahoma Ranger District, Ouachita National Forest, McCurtain County, OK	Yes	Seven sites recorded. Notes: "Avoid 34MC1159, MC1160 & Locality 1"
FY23-0395 *7/19/2022*	Afendras	McLeod, Allison	A Phase 1 Cultural Resource Survey for the Proposed Western Farmers Electric Cooperative Hochatown Transmission Line Project	No	No sites recorded
FY23-0735 *1/1/2023*	Environmental Corporation of America (ECA)	Gilmore, Delana	Phase I Cultural Resources Survey Proposed 260-Foot (Overall Height) Self-Supporting Telecommunications Structure Facility Branch Towers VI, LLC Site Hochatown (OK-0231) Off Sugarberry Trail, Broken Bow, McCurtain County, Oklahoma	No	No sites recorded
9037 *1999*	REA	J. Briscoe	Pine Telephone Buried Cable	Yes	No Sites Recorded
0 *2005*	No data	No data	No data	Yes	No data
9059 *1996*	REA	J. Hartley	Broke Bow to Mountain River Junction Transmission Line Re-Route Western Farmers Electric Cooperative	Yes	No Sites Recorded
9162 *2004*	COE	H. Szarka, D. Briscoe	Trail improvements project, Beavers Bend State Park	Yes	No sites recorded
9268 *2009*	RDA	J. Eads, N. Sherrod	McCurtain County RWD #6 Phase 1 Waterline Project	No	No sites recorded
0 *1998*	No data	No data	No data	No data	No data
9292 *2011*	FCC	J. Holt	Hochatown Tower, Oklahoma Wireless Development	?	No sites recorded
19,778 *2018*	FCC	Flat Earth Archaeology	TCNS 164808	Yes	No Sites Recorded
9346 *2016*	FCC	Flat Earth	Hochatown Tower, Pine Telephone, TCNS 139767	No	No sites recorded

A review of area topographic maps and the US GNIS Cemeteries database identified one cemetery near the study area, the Hochatown Cemetery. This resource is located immediately adjacent to the study area. The cemetery is currently bounded by a chain link fence and contains approximately 1,100 memorials. The oldest marked burial dates to 1891 although it was reinterred to its current location when the cemetery was moved from its original

location in 1964. No other cemeteries are located within 1 mile of the study area based on review of the US GNIS Cemeteries database and area topographic maps.

Previously Recorded Sites within the study area

34MC556
Site 34MC556 is an unassigned prehistoric lithic scatter site, reportedly consisting of lithic debitage and possible Archaic period tools. No data from the site form is available from the original recording of site 34MC556 conducted by Larry Neal of OAS (date unknown). James Briscoe authored a 1994 letter report on the Phase I Survey for the Pine Telephone Company documenting his attempts to relocate this site. The letter report states that the lithic scatter could not be relocated and is either mis-plotted on the OAS map or destroyed by rock quarrying, highway construction, pond construction, and building construction. This site is mapped as adjacent to US-259, approximately 175 m south of Hiddenlake Road, and at least 20 m south/southeast of US-259 within the APE. Much of the known information of the site comes from the unpublished ODOT cultural resources inventory form that was produced for a 1998 ISTEA Enhancement Grant that included the results of Briscoe's 1994 survey and Lary Neals recollections, which is available on file at ODOT-CRP. The NRHP eligibility currently is not assessed, but Eddington in the ISTEA reports states that previous investigations insinuate that the site is not eligible for inclusion to the NRHP and Eddington concurs.

34MC1111
Site 34MC1111 is a mid-twentieth century concrete spring box site (aka Government Spring) recorded by Kevin Coplen in 2014, who also described a nearby scatter of cans including metal puncture top and pull-tab beer cans as well as a small dump near an old highway. It is on the eastern side of the study area. Coplen described the spring box as of unknown origin that is likely CCC construction. The box is made of concrete and measures 82 cm square with the walls of the box 10 cm thick and a depth of 50 cm. This site has not been assessed for NRHP eligibility.

Previously recorded sites within 1 mile of the study area

34MC977
Site MC977 is an undated prehistoric open habitation (without mounds) site. This site is located 4,407 ft from the study area. M. Slaughter recorded this site in 2002. Slaughter documented 70 m of lithic scatter including: six black chert flakes, seven black and dark gray chert flakes, and two gray and mauve chert flakes. This site is **not eligible** for inclusion in the NRHP.

34MC1103
This is a historical mill/industrial site. This site is located 4,555 ft from the study area. Kevin Coplen and Jody Whitaker recorded this site in 2010. They documented a metal barrel with both ends cut out and one side of the site surrounded by a rock alignment. This site is **not assessed** for inclusion in the NRHP.

34MC1112
This is a nineteenth century farmstead site and is located 1,537 ft from the study area. Kevin Coplen recorded this site in 2014. Coplen documented two surface artifacts: one glass fragment and one ceramic fragment. This site is **not assessed** for inclusion in the NRHP.

34MC1113
This is an unidentified nineteenth century site, located 3,177 ft from the study area. This site was recorded by Kevin Coplen. Coplen documented two earthenware fragments, net wire fencing (which appeared to have been a holding pen), and 1960s to 1970s trash scatter with fire rings from past hunter camps. This site is **not assessed** for inclusion in the NRHP.

34MC1157
This is an undated prehistoric open habitation (without mounds) site and is located 1,323 ft from the study area. It was recorded by Monica Lomas in 2017. Lomas documented debitage including one biface flake of Novaculite and one broken flake of quartz. This site is **not eligible** for inclusion in the NRHP.

34MC1160
This site is an undated prehistoric open habitation (without mounds) site located 5,240 ft from the study area. This site was recorded by Cally Lence in 2017. Lence documented two informal flake tools and 14 debitage flakes. This site is **not assessed** for inclusion in the NRHP. .

34MC1161
This is a nineteenth century trash dump site that is located 3,893 ft from the study area. This site was recorded by Cally Lence in 2017. Lence documented 90 surface artifacts including sanitary cans, bimetal pull-tab cans, coffee cans, clear glass condiment jars, 5-gallon metal buckets, aluminum cans, and an Oklahoma license plate (dated to 1967). This site is **not eligible** for inclusion in the NRHP. .

34MC1162
This is a nineteenth century trash dump site that is located 4,113 ft from the study area. This site was recorded by Cally Lence in 2017. Lence documented 800 surface artifacts including sanitary cans, church-key opened cans, juice cans, brown glass beer bottles, square chemical cans, clear glass condiment jars, coffee cans, and green glass beer bottles. This site is **not eligible** for inclusion in the NRHP.

34MC1261
This is an undated prehistoric specialized activity site located 3,080 ft from the study area. This site was recorded by Kris Nitsche in 2022. Nitsche documented 18 artifacts including: two gray rhyolite biface fragments, one quartz biface or core fragment, and 15 debitage flakes. This site is **not assessed** for inclusion in the NRHP.

34MC1262
This is an unassigned prehistoric temporary camp site located 5,067 ft from the study area. This site was recorded by Kris Nitsche in 2022. Nitsche documented a lithic scatter of four flakes, one tool, and two possible flake fragments. This site is **not assessed** for inclusion in the NRHP.

Built Environment Background:

The 1898 T4S R24E, T5S R24E, and 1899 T5S R25E BLM GLO Plat Maps show no fields, fences, or buildings, within or near the study area. The surrounding area is depicted as wooded, mountainous terrain with a roadway running a north-south roadway in T5S R24E Sections 12 and 13 just east of the current US-259 alignment.

Topographic maps dating between 1902 and 1962, as well as the 1936 GHM for McCurtain County North, were reviewed for building/building complexes and other elements of the built environment present within the study area or within 30 m. Topographic maps at 1:250,000 and 1:100,000 scale do not have sufficient detail necessary to depict buildings. Other maps that did depict buildings include the 1959 (1960 and 1965 eds) Golden, OK 1:62.5K scale; 1959 (1960, 1965, and 1983 eds) Broken Bow, OK 1:62.5K scale topographic maps. Together these maps depict occasional rural residences along US-259 in the early twentieth century. Approximately 36 buildings/building complexes and the Hochatown Cemetery were identified adjacent to the study area. When map locations were compared to modern aerial photographs, no buildings/building complexes were visible within the study area.

Aerial photographs from 1955 and 1980 were accessed at historicaerials.com and from 1938, 1963, and 1977 at the OOGI. The set of aerial imagery shows most of the study area has been wooded and rural with numerous creeks or drainages present throughout the twentieth century.

The ODOT Master Roadway and Bridge Database identifies one on-system bridges and no off-system bridges 45 years of age or older within the study area. Based on the ODOT reconnaissance report this highway was originally constructed in 1918 as a federal aid project and it may have incorporated elements of the north-south road depicted on the BLM GLO survey plat maps. Cultural resource specialists examined all smaller, non-inventoried small culvert structures for stamps or other markings indicating construction dates and none were found.

Besides the bridge, no resources of the built environment were expected to be encountered during this investigation. The existing bridge carrying US-259 over an unnamed creek (4516 0913 X; [NBI 14031]) is a reinforced concrete culvert constructed in 1958. This bridge is of the type discussed in the Program Comment for Post-1945 concrete and steel bridges. This structure is exempt from Section 106 review and was not documented.

McCurtain County Background:

McCurtain County is in the southeast corner of Oklahoma, bordering Texas in the south, Arkansas in the east, LeFlore County in the north, and Pushmataha and Choctaw Counties to the west. Idabel is the county seat and Broken Bow, Garvin, Haworth, Millerton, Smithville, Valiant, and Wright City are the only other incorporated towns. US Highway 70 and State Highway 3 are the major east-west roadways and US-259 is the major north-south roadway. There are two major reservoirs in the county. The impoundment of the Little River and Broken Bow Lake formed Pine Creek Lake was formed by the impoundment of the Mountain Fork River. Major recreational and wilderness areas include the Little River National Wildlife Refuge, the McCurtain County Wilderness Area, and the Ouachita National Forest.

Precontact

According to the most recent available inventory of sites (OAS OASIS 2023) there are 12 Paleoindian sites, 183 Archaic sites, 79 Woodland sites, 214 Late Precontact, 43 Protohistoric, and 466 historic sites in McCurtain County. Of particular interest for this area has been the Caddoan and their ancestors, who settled along streams of southeastern Oklahoma for thousands of years (Coleman 2023).

Contact through the Nineteenth Century

McCurtain County was part of Miller County, Arkansas Territory in the 1820s. It then fell under the sovereignty of the Choctaw Nation after the Treaty of Doak's Stand, in 1820, when Choctaw Nation ceded some of their land east of the Mississippi for land in southeastern Oklahoma. While some members of Choctaw Nation moved to Oklahoma after this treaty, many did not leave until they were forced to do so by the Indian Removal Act that was pushed through congress in 1830. At the same time as the Indian Removal Act, Choctaw leaders signed the 1830 Treaty of Dancing Rabbit Creek ceding their remaining territory in Mississippi. During the first 3 years of the 1830's more than eleven thousand Choctaw arrived in "Indian Territory". By 1838 the Choctaw had adopted a new constitution and reestablished their government. Part of this new constitution allowed the creation of a fourth district on Choctaw Nation lands for Chickasaw Nation, who as part of their removal treaty were able to choose their new homeland. An 1855 treaty gave Chickasaw Nation political independence from Choctaw Nation, however the land remained owned jointly by the two nations. The Choctaw maintained sovereignty over the area until 1906 when Congress dissolved the governments of the Five Tribes of Indian Territory and created the state of Oklahoma. (Kidwell 2023, Coleman 2023)

With the removal of Choctaw from their homelands, due in part to the Indian Removal Act, the Hocha family of Choctaw Nation settled in the valley of the Mountain Fork River in what would become known as Hochatown, Indian Territory. In the early 1890's, Indian Territory was open to white settlers, some of whom settled in Hochatown. In 1894 a post office was opened for the town. At the turn of the century the Choctaw Timber and Coal Company began to harvest pine trees from nearby land, turning a small village into a thriving timber town (Hochatown.net 2023).

Twentieth Century

McCurtain County was established in 1907 with Oklahoma statehood. In 1902, the Arkansas and Choctaw Railway was built and four towns, Garvin, Haworth, Idabel, and Valiant, were organized along the line. In the 1910s and 1920s, the Choctaw Lumber Company built the Texas, Oklahoma, and Eastern Railroad and established two more towns, Broken Bow and Wright City. Around this time, the Miller Lumber Company established Millerton. The county remains rural and the population since statehood has mostly remained between 30,000 and 40,000 residents (Coleman 2023).

Agriculture and timber are the main economic activities in McCurtain County. Many areas were cleared of timber in the early twentieth century and the cleared land was converted to subsistence and cotton farming by mid-century. By the late twentieth century, many farmlands had been converted to pasture for livestock. Sand, gravel, and limestone quarrying is another common industry.

Brief History of Hochatown

Old Hochatown, Oklahoma was originally settled in the Mountain Fork River Valley by the Choctaw Tribe following their forced removal from the east on the Trail of Tears in the nineteenth century. In 1914 a schoolhouse was built. In the 1920's the timber harvest moved further north, and prohibition started. The earliest burial in the Old Hochatown Cemetery dated to 1891. In 1913 Hochatown Union Church was constructed for all denominations near the Old Hochatown Cemetery (Hochatown.net 2023; Jordan 2023).

During this period Hochatown's economy was primarily based on moonshine and farming. However, the town's location on the Mountain Fork River subjected the crops to flooding during periods of heavy rain. This meant that the entire season's crop could be wiped out with a bad storm. Moonshine, on the other hand, was a booming economic endeavor making Hochatown known as the "Moonshine Capitol of Oklahoma" during prohibition, which lasted until 1959 in Oklahoma, with up to 80 percent of families in Hochatown being involved in the moonshine business. In 1937 Beavers Bend State Park was established as part of the CCC program to get men working during the depression. Following the implementation of the Flood Control Act of 1958, the government took ownership of most of the private property in Old Hochatown via eminent domain and began construction on Broken Bow Lake in 1961. Due to its topographic location in the basin of the Mountain Fork River Valley, Old Hochatown quickly became inundated by floodwaters shedding from the newly formed lake (Hochatown.net 2023; Jordan 2023).

In 1964 Kincaid General Store and Post Office was closed and relocated to nearby farmland to save the building from the flooding of the lake, the school was closed, and the Hochatown Union Church and Cemetery were relocated by the U.S. Army Corps of Engineers (USACE) to present day Hochatown, approximately 5 miles east of "Old Hochatown". As of November of 2022, Hochatown became an incorporated community in McCurtain County (Hochatown.net 2023; Jordan 2023).

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4. METHODOLOGY:

Field Investigation Methodology:

The study area was subjected to industry-standard methods that are appropriate to the project. Although the study area is adjacent to lands owned or managed by federal agencies, all portions of the study area are within the ownership or jurisdiction ODOT and no interagency coordination or permitting was warranted prior to mobilization.

Archaeological Survey:

Archaeological investigation consisting of a 100% pedestrian survey including shovel testing was conducted in accordance with the standards set forth in the ODOT-CRP manual (updated October 2017) in the entirety of the study area. Archaeologists excavated shovel tests at 30-m intervals along survey transects spaced 30 m apart on both sides US-259. Sediment was screened through a ¼ in hardware cloth at 10–20 cm levels, and soil profiles with Munsell colors and sediment textures were documented on shovel test logs. Shovel test intervals were extended where appropriate. Walkover inspection without shovel testing was conducted in profoundly disturbed areas, excessively sloped and/or eroded areas, and areas of standing water/inundation (**Figures 2a-2g**)

Deep archaeological deposits may occur within Ceda soils near larger area drainages. Auger testing was done where Yashau Creek crosses the study area and Ceda soils were identified. A team of two archaeologists placed the hand-held auger at the bottom of shovel tests (60–80 cm in depth) and excavated an additional 120 cm (if possible) with the auger until sterile, basal clays, or impenetrable colluvium deposits are encountered. Soils from auger tests were screened though ¼ inch mesh and documented on standard forms. A total of 2 auger tests were excavated.

Sites 34MC556 and 34MC1111 required a site re-visit survey. Shovel tests were excavated at 10-m intervals within and adjacent to the mapped location of the sites. Survey efforts to relocate or delineate these sites and to bound positive shovel tests did not extend outside of the study area. An OAS update form for each was completed.

All archaeological sites were documented on the Oklahoma Archeological Site Survey Form. The PI or Cultural Resource Specialist submitted completed archaeological site forms along with the initial draft report to the ODOT CRP for review.

Built Environment Survey:

Beyond the bridge and Hochatown Cemetery, background research identified no structures, buildings, objects or sites 45 years of age or older within the study area, and pedestrian survey confirmed the absence of any new built environment resources. A CR Specialist meeting the qualifications of the SOI conducted a survey to document any built environment resources forty-five-years-old or older –including buildings, objects, and structures— encountered during the field survey. Built-environment resources were photographed as indicated in the Oklahoma SHPO Review and Compliance Manual. Resourced were documented on SHPO Historic Preservation Resource Identification (HPRI) Forms. Any built environment resources outside the study area were not documented, as all construction will be occurring only within ODOT-owned ROW; the Hochatown Cemetery was surveyed and documented as a measure of due diligence and integrity in reporting given the study area's location adjacent to a sensitive property.

The Hochatown Cemetery was documented as part of this field survey because it is adjacent to the APE (**Figure 2n**). The purpose of documenting this cemetery is to acquire background information as well as ground-truth the APE adjacent to the cemetery to identify the likelihood that any unmarked graves are in the APE.

The study area borders the cemetery for approximately 195 m with a 13 m width of unpaved ROW. Utilities within the ODOT ROW in front of the cemetery were demarcated by utility locators prior to field survey. In the portion of the APE adjacent to the Hochatown Cemetery archaeologists placed soil probes at 1-2 m intervals along two transects that were spaced approximately 10 m apart. Soil Probes were pushed into the ground until the subsurface was impenetrable or up to 90 cmbs. Archaeologists recorded any unexpected variation in sediment resistance compared to the surrounding sediment not explained by known utilities.

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5. RESULTS OF INVESTIGATION:

XXX No archeological sites or buildings recorded in study area.

____ Resources recorded in study area assessed as **not eligible** for the NRHP.
XXX Forms being submitted for agency review.
XXX Oklahoma Archeological Site Survey Form(s) for State Archeologist files.
XXX Historic Preservation Resource Identification Form(s) for SHPO files.
____ Oklahoma Bridge Survey and Inventory Form.

____ **NRHP-eligible properties** recorded in study area.
Forms being submitted for agency review.
____ Oklahoma Archeological Site Survey Form(s) for State Archeologist files.
____ Historic Preservation Resource Identification Form(s) for SHPO files.
____ Oklahoma Bridge Survey and Inventory Form.

COMMENTS AND DESCRIPTION OF FINDINGS:

Fieldwork for this cultural resource survey was conducted from 10/24-11/2/2023. The survey included an intensive archaeological and architectural survey, consisting of 100% pedestrian survey and shovel testing at 30 m intervals within the entirety of the study area extending 35,376 feet (10783 meters) along US-259 (**Figure 1a-**

1c). The study area is adjacent to a section of national forest and urban town center comprised primarily of heavily forested areas and commercial buildings. Previous disturbances within the study area include utility lines, driveways, parking lots, current road construction, and grading. These factors reduced the likelihood of finding intact cultural deposits within some portions of the study area. The vegetation encountered during survey primarily included Oak-Pine forest, overgrown ROW vegetation which included saplings and tall grasses, and maintained residential and commercial grass lots.

All subsurface testing was negative for cultural materials (**Appendix A**). Two previously recorded sites (34MC556 and 34MC1111) were revisited within the APE boundaries, and no cultural materials were encountered at either site's location. Updated OAS Site Forms with revised site boundaries were submitted. During the field survey, one resource of the built environment was documented, and a Cemetery Historic Preservation Resource Identification form (HPRI) has been completed. The cemetery is not located within the APE boundaries, however, because a portion of the western cemetery fence line is directly adjacent to the APE, an 100% pedestrian survey with soil probing as well as a thorough background and documentation of the Hochatown Cemetery established in 1964 was conducted to demonstrate that there is no potential for unmarked burials present within the APE.

Archaeological Resources

No archaeological features or artifacts were encountered within the limits of the study area during this survey.

Most area soils are typically shallow on area hillslopes and summits. Shovel tests extended to an average of 20 cm in depth. Shovel test intervals were extended in areas of modern disturbance, erosion, or at existing waterway crossings to locations where intact soils were present **(Figures 3 through 14**). These areas were visually inspected and photographed.

Surface visibility was highly variable throughout the study area. The greatest surface visibility was located in areas of recent disturbances such as road construction, and along slopes with no vegetation. Surface visibility was less than 25 percent in densely wooded areas with heavy leaf litter and in portions of the ODOT ROW that have overgrown vegetation.

Shovel tests throughout the study area encountered highly disturbed soils resulting from the initial construction of US-259 in 1976 and the construction of commercial buildings and associated parking lots, frequent utilities, residential driveways, and current non-roadway related construction which extends approximately 1 km on the east side of US-259 around the junction of US-259 and SH-259A north. Shovel tests within the study area primarily encountered soils consisting of a sandy clay loam, or loam with colors varying from very dark grayish brown (10YR 3/2) to grayish brown (10YR 5/2) and frequently included dark yellowish browns (10YR 4/4). Shovel tests reached an average depth of 20 cmbs, primarily terminating at bedrock or impenetrable roadside gravels. Visually inspected areas had at least 75 percent ground surface visibility or high, artificial berms or slopes with no potential for intact cultural deposits.

In the portion of the area near the Hochatown Cemetery archaeologists placed soil probes at 1-2 m intervals along two transects that were spaced approximately 10 m apart. The soil probes were pushed into the ground until the subsurface was impenetrable or up to 90 cmbs with archaeologists recording unexpected variation in sediment resistance — softer sediment or unusual resistance — compared to the surrounding sediment not explained by known utilities. This area was found to be highly disturbed with six major electrical utility lines and one water main running the length of the row in front of the cemetery. Over 200 soil probes were placed in an attempt to discern any intact soils, or soils with unexpected variation in sediment resistance in a cigar shape pattern that may indicate the potential of an unmarked grave. Soil probes primarily encountered highly disturbed soils consisting of sandy clay loam in a wide variety of Munsell colors ranging from 10YR 3/3 through 10YR 5/6 to 7.5YR 4/3 to 5YR 5/6. Soil probes primarily terminated at depths around 10 cmbs due to gravels, with some probes reaching a maximum depth of 46 cmbs.

While deep alluvial sediment in areas of Ceda soils is described along Yashau Creek within the study area based on soil maps, no deep, intact soils were present in the shovel tests within the expected areas. Two auger tests were attempted near Yashau Creek, however, both auger tests terminated at depths of 80 cmbs or less due to impenetrable gravels, or gravel bedrock.

Previously Recorded Site 34MC556

Site 34MC556 was originally documented as an unassigned prehistoric lithic scatter described as being located on the west side of US-259, between the roadway ROW and a small pond on Yashau Creek. The site form available at OAS for site 34MC556 is blank except for its UTM location. However, an unpublished ODOT cultural resources inventory form was produced for a 1998 ISTEA Enhancement Grant conducted and authored by Gary Eddington and included the results of Briscoe's 1994 survey and Lary Neal's recollections from his site visit, which is available on file at ODOT-CRP. This form states that Larry Neal reported a restaurant being constructed at the site location. James Briscoe authored a 1994 letter report that is also discussed within the 1998 Enhancement Grant, documenting his attempts to relocate this site with a shovel testing survey. The letter report states that the lithic scatter could not be relocated and is either mis-plotted on the OAS map or destroyed by rock quarrying, highway construction, pond construction, and building construction. This site is mapped as adjacent to US-259, approximately 175 m south of Hiddenlake Road, and at least 20 m south/ southeast of US-259. Additionally, this site form produced for the ISTEA grant informally assessed this site as "non-significant by the original recorder or believed to be non-significant by ODOT reviewer based on site form data" (Eddington 1998). Details from the 1994 letter report by Briscoe state that this site was likely destroyed, as investigations revealed no surface or subsurface traces of the former site.

The current 2023 investigations were limited to the study area, which only includes lands owned by ODOT. As depicted on topographic maps at OAS, a small portion of this site extends into the current study area, however the map suggests that a vast majority of this site is located on private property. Accordingly, the site revisit survey was limited to the grassy embankments along US-259 within the existing ROW.

During the current survey, this site was not relocated within the APE, nor was any evidence of the site observed within the vicinity. Archaeologists conducted shovel testing at 10-meter intervals along the mapped eastern site boundary and conducted close-interval visual inspection within the portion of 34MC556 located within the study area. This portion of the site is comprised of maintained roadside grasses with several buried utility lines. Seven shovel tests were excavated, and no cultural materials or features were identified. Vegetation within the portion of the site surveyed was short, maintained grasses. Shovel tests excavated reached a maximum depth of 60 cmbs, with an average depth of 30 cmbs. Shovel tests were terminated in sterile subsoils, at bedrock, or due to the water table. A typical shovel test encountered a brown (10YR 4/3) sandy loam and terminated in a yellowish red (5YR 5/6) clay loam with shale and/or sandstone bedrock fragments. No evidence of intact site deposits was encountered. Evidence of fill and mottling was present in shovel test profiles, likely the result of road construction, drainage ditch maintenance and utility installment. Accordingly, AmaTerra has updated the site boundaries to better reflect the site location as observed and refined the eastern site boundary based on the negative findings during the 2023 revisit.

Recommendation: During the current 2023 survey, no cultural materials from site 34MC556 were located within the study area and any remaining portions of this site would be located outside of the current study area. Evidence of fill and mottling was present in shovel test profiles, likely the result of road construction, drainage ditch maintenance and utility installment, which has resulted in 100% disturbance of the mapped site. It is recommended that this site remain not assessed for the listing in the NRHP and the site boundaries have been amended to reflect that no cultural materials are present within the current APE.

Previously Recorded Site 34MC1111

Site 34MC1111 is in an area known locally as Government Spring. The site is located approximately 0.3 miles north of the junction of Carson Creek and US-259, and approximately 65 m northeast of the centerline of US-259. The sketch map of the spring box and artifacts show that the site is within US Forest Service land in the Ouachita National Forest suggesting that the site has been mis-mapped.

Kevin Coplen originally recorded this site in 2014 as a mid-twentieth spring box of unknown origin but suggests that it was likely CCC construction. The box is made of concrete and measures 82 cm square with the walls of the box 10 cm thick and a depth of 50 cm. There is a 1 in. diameter pipe 14 cm below the top of the box on the NW side. Additionally, the site had metal puncture type and pull-tab beer cans scattered throughout and a small dump near old SH-259 (CR 50809). Details within the 2014 site form suggest this site is at least 65 m

east/northeast of the US-259 centerline, and wholly outside of the current study area. This site was not assessed for NRHP eligibility at that time.

During the 2023 revisit, archaeologists surveyed along the US-259 embankment within the ODOT right-of-way and did not encounter any cultural material from 34MC1111. This portion of the APE is densely forested with a break in the forest near the Old SH-259 (CR 50809) and contains several utility lines along the edge of the APE. The archaeological survey included shovel testing at 10 m intervals, and close interval (3-5 m) visual inspection. Four shovel tests were excavated, and no cultural materials or features were identified. Vegetation within the at this location consists of oak-pine forest with heavy leaf litter ground cover. Shovel testing was limited by the presence of existing impervious roadways. Shovel tests excavated reached a maximum depth of 30 cmbs, though most terminated at 5-10 cmbs due to road fill gravel. A typical shovel test is described as a dark grayish brown (10YR 4/2) 0-10 cmbs loam with impenetrable gravels. Evidence of fill and mottling was present in shovel test profiles, likely the result of grading during the construction of the current US-259. Because no evidence of intact site deposits or cultural material was encountered within the study area, this further corroborates the argument that site was mis-mapped. Accordingly, AmaTerra has updated the site boundaries to better reflect the site location documented by the original site recorders.

Recommendation: The 2014 survey did not assess the site 34MC1111 for NRHP eligibility, however Coplen commented that there was not enough material for further research. Since no archaeological materials were found within the APE and based on the narrative description on the original site form, the southwestern boundary was redefined as the edge of the current APE, and a site update form was completed to amend the boundaries. During these investigations no new evidence was ascertained that would allow for an assessment of this site. This site remains **not assessed** for NRHP eligibility; however, the site does not extend into the study area and therefore planned roadway construction will have no effect on the site.

Built Environment Resources

A review of area topographic maps and the US GNIS Cemeteries database identified one cemetery located adjacent to the study area, the Hochatown Cemetery. The cemetery is currently bounded by a chain link fence and contains approximately 1,100 graves. The oldest marked burial dates to 1891 but is an artifact of the original cemetery location five miles to the northeast. No other cemeteries are located within 1 mile of the study area based on review of the US GNIS Cemeteries database and area topographic maps.

The Hochatown Cemetery is located adjacent to a portion of the project's study area but does not impose upon the direct APE. The cemetery was originally constructed in 1891 and has been relocated to its present-day location in 1964 by the United States Army Corps of Engineers (USACE) because of continuous flooding from the Mountain Fork River and finally as part of mitigation for the creation of Broken Bow Lake. While details regarding their choice of new cemetery location were not revealed during background research, the USACE reburied all of the graves from the original location to Hochatown Cemetery in 1964 immediately adjacent to US Highway 259, approximately five miles southwest of its original location. US-259 was constructed in 1978 and pre-dates the current cemetery's expansion adjacent to the highway. Based upon this information, field investigations, archival and cemetery records review, and oral histories taken during site visits, surveyors are confident that the earliest graves reinterred in 1964 were buried well inside of the formal cemetery boundaries, demarcated by a fence constructed at the time of the interment, and there is **no likelihood** that any graves are located outside of the formal cemetery boundaries.

Hochatown Cemetery

The present-day location of the Hochatown Cemetery is located approximately five miles southwest of its original location. This cemetery was moved in 1964 as the area was slowly fighting inundation due to flooding from the Mountain Fork River. The United States Army Corps of Engineers (USACE) exhumed burials from the original Hochatown cemetery and reinterred these individuals at the current cemetery location in 1964 in preparation of the damming of the Mountain Fork River to create Broken Bow Lake. The 1964 cemetery is still in use and present-day accounting lists approximately 1,100 graves in the cemetery. US-259 was constructed in 1976 and pre-dates areas of the cemetery that are adjacent to the roads existing right-of-way (**Figure 15**). Therefore, based on this information, current field investigations, archival and cemetery records review, and oral histories discussed

below, all graves are well within the formal cemetery boundaries demarcated by a fence, and there is no likelihood that any graves are located outside of the formal cemetery boundaries.

Oral histories were conducted during the field survey with two individuals, Dian Jordan and Sabra Wilkerson. Sabra Wilkerson is the current church administrator for Union Church and Hochatown Cemetery. Dian Jordan is the mayor of Hochatown who is currently conducting private research to contribute to the larger body of knowledge about Hochatown's history and the cemetery's origins. Further research included analysis of newspaper clippings from the Broken Bow News, the *Hochatowner*, and the McCurtain Daily Gazette. Mayor Jordan also provided copies of the land sale and deeds for the cemetery's relocation in 1964, historic maps of McCurtain County, and quarterly publications of the Chronicles of Oklahoma to contribute to the background research for ODOT JP 34333(04). Mayor Jordan and church administrator Sabra Wilkerson also discussed their personal histories associated with Hochatown, genealogical research that indicated the names of many founding families and provided some quotes on behalf of elder residents in the community who lived in old Hochatown prior to the construction of Broken Bow Lake. Finally, surveyors also contacted the Hochatown historical association, the McCurtain County historical society, and the Broken Bow public library, all of whom contributed as much as possible to the confirmation of many historic details.

Surveyors also reviewed historic aerial maps of present-day Hochatown Cemetery that show changes to the general area. The earliest aerial from 1955 indicates the presence of a country road and dense tree coverage across the study area prior to the cemetery's 1964 establishment. Aerial maps from 1977, 1979, 1980, and 1995 along with historic topographic maps from 1960, 1965, and 1981 show the development across present-day Hochatown, including the expansion of Hochatown Cemetery to the north. A 1959 USGS map clearly identifies the original Hochatown townsite with a cross marker to indicate the presence of the Union Church and Hochatown Cemetery (**Figure 16**).

The Timeline of the Hochatown Cemetery

The original Hochatown Cemetery was established in 1891 with the burial of John C. German (find-a-grave 2012). In 1964 prior to the construction of Broken Bow Lake in 1968, the USACE was tasked with exhuming the burials and reinterring them at the newly constructed Hochatown cemetery. In their efforts to relocate the burials from the original Hochatown Cemetery to the safety of the cemetery's new location, the USACE conducted exploratory trenching in twelve areas at the old cemetery to confirm the number of graves located within the boundaries of the original Hochatown Cemetery that could not be identified on Church-held maps (USACE 1964; **Figure 17**). Ultimately, the USACE logged 221 total graves within the original cemetery, which were relocated to the new cemetery.

After the cemetery was moved to its existing location, it was expanded to the north twice to allow space for more burials (**see Figure 2n**). The oldest section is located furthest south, spanning approximately 375 ft in length and 250 ft in width and pre-dates the construction of US-259, but at the time was accessed by the main road east of US-259 and is now the main north-south dirt road through the cemetery. According to available historic aerial photographs, the next expansion occurred circa 1990 and extended another 100 ft in width with no variation in length. The third and final expansion thus far occurred circa 2005 and expanded approximately 275 ft further in length and 225 ft in width. According to the tax assessor, the cemetery now comprises 8 acres in size, nearly triple its original 2.97 deeded acreage in 1965. All portions of the Hochatown Cemetery that are adjacent to the current ODOT JP 34333(04) on US-259 were constructed after US-259 was built and therefore there should be no unmarked burials outside of the fence line in ODOT's existing right-of-way.

Description of the Graves within the 1891 and 1964 Cemeteries

During the late 1800s and early 1900s, it was common to find field stones and cairns used to mark the location of individual burials within this region of Oklahoma and western Arkansas (Tyner and Timmons 1969). Many of these were identified in the original cemetery. The USACE catalogued individual names found on graves during the reinterment, but further genealogical investigations were not completed to confirm much of this information or their family connections. As a result, many individual names, burial dates, and family ties were lost (or never

rediscovered) during the reinterment. These graves are listed as "unknown" on their headstones at their new location.

Present-day accounting lists approximately 1,100 graves at the cemetery's current location. Hochatown Cemetery is comprised of a wide array of headstones and marker types. As discussed previously, there are a large number of graves in the cemetery marked as "unknown". These headstones are typically raised top in form, raw granite in material, and feature no other decorative design elements. Many are also partially sunken underground or covered by brush and overgrowth. These graves are also not often located within family plots, and usually isolated from any other potential genealogical connections.

There are a few examples of war memorials also located within the Hochatown Cemetery. These headstones are found in either tablet or die-in-socket form, constructed of primarily marble with a few examples of limestone. There are only a few examples of highly ornamental headstones in the Hochatown cemetery. Family plots typically featured some form of beveled or rounded coping surround. More modern family plots typically had gravel infill with a few examples of decorative vases and urns. There are no examples of funerary fencing lining any of the family plots or individual graves, nor are there examples of highly decorative masonry or stonework present in Hochatown Cemetery. The cemetery is gated, accessible via a large iron swing gate and arched sign above the cemetery main entrance. The remainder of the cemetery fence was constructed of modern chain-link and posted with painted concrete block decorative piers. There is one raised garden near the entrance of the cemetery featuring a metal bell on wooden posts. Based on the materials used in this bell's construction, this ornament is likely an original early 1900s feature of the cemetery that survived the relocation process.

According to National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, "Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register" (US DOI 1995). Hochatown Cemetery retains integrity in feeling and association. However, many gravestones were replaced, and the overall pattern of the cemetery was altered during its relocation, resulting in a lack of integrity of design, location, setting, materials, and workmanship. This cemetery also does not retain historic significance since its' context has been erased by the construction of Broken Bow Lake. This resource does not contain the burials of any known significant individuals (Criteria B), nor does it possess distinctive design elements or associations with any historic events (Criteria A/C). There is also limited potential to yield further important information (Criteria D). As such, this resource is recommended **not eligible** for listing in the National Register of Historic Places under any criterion. All evidence indicates that there are no unmarked graves within the current APE adjacent to this cemetery.

Bridge

The existing bridge carrying US-259 over an unnamed creek (4516 0913 X; [NBI 14031]) is a reinforced concrete culvert constructed in 1958. This bridge is of the type discussed in the Program Comment for Post-1945 concrete and steel bridges. This structure is exempt from Section 106 review and was not documented.

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6. SUMMARY AND COMMENTS REGARDING RECOMMENDATIONS:

As a result of the cultural resources study no new or existing archaeological deposits, features, or sites were recorded within the study area during the cultural resources survey. The study area was found to be heavily disturbed throughout due to construction of the existing roadway, buried utilities, and commercial areas with parking lots and driveways.

Two archaeological sites (34MC556 and 34MC1111) were re-visited as part of this cultural resources study. however, as a result of shovel testing and a pedestrian survey, both sites were determined to be located outside of the current APE. An OAS update form was completed to show the new site boundaries for both 34MC556 and 34MC1111. Both of these sites have not been assessed for NRHP eligibility.

One resource of the built environment was documented as part of the field survey, the Hochatown Cemetery. A Cemetery Historic Preservation Resource Identification (HPRI) form has been completed for this resource. According to National Register Bulletin 15, cemeteries are inherently not eligible for NRHP-listing without specific criteria considerations. However, this resource also does not possess unique characteristics, designs or associations which would qualify it for inclusion in the NRHP, and therefore has been recommended **not eligible** for NRHP-listing under Criterion A, B, C or D. Furthermore, based on the background research and ground-truthing, there is no likelihood that any unmarked graves are within the APE adjacent to the Hochatown Cemetery.

The existing bridge carrying US-259 over an unnamed creek (4516 0913 X; [NBI 14031]) is a reinforced concrete culvert constructed in 1958. This bridge is of the type discussed in the Program Comment for Post-1945 concrete and steel bridges. This structure is exempt from Section 106 review and was not documented.

Based on the nature of this undertaking and upon the results of this survey, no further cultural resources work is recommended within the study area.

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1950 (1950 and 1951 eds) McAlester, OK 1:250K scale.
1959 (1960 and 1965 eds) Golden, OK 1:62.5K scale.
1959 (1960, 1965, and 1983 eds) Broken Bow, OK 1:62.5K scale.
1962 (1962 and 1965 eds) McAlester, OK 1:250K scale.
US Geological Survey, 20140331, NLCD 2011 Land Cover (2011 Edition) US Geological Survey, Sioux Falls, SD.

Tyner, James and Alice Timmons
1969 *Our People and Where They Rest"* Vol. 9. American Indian Institute, University of Oklahoma, Norman.

United States Army Corps of Engineers
1964 *Plans for Cemeteries Nos. 1 (Hochatown), 2 (Bond Louis), 3 (Battiest Relatives), and 4 (M. Battiest) to Reinterment Site A*. Red River Watershed: Broken Bow Dam and Reservoir. Tulsa, June 1964.

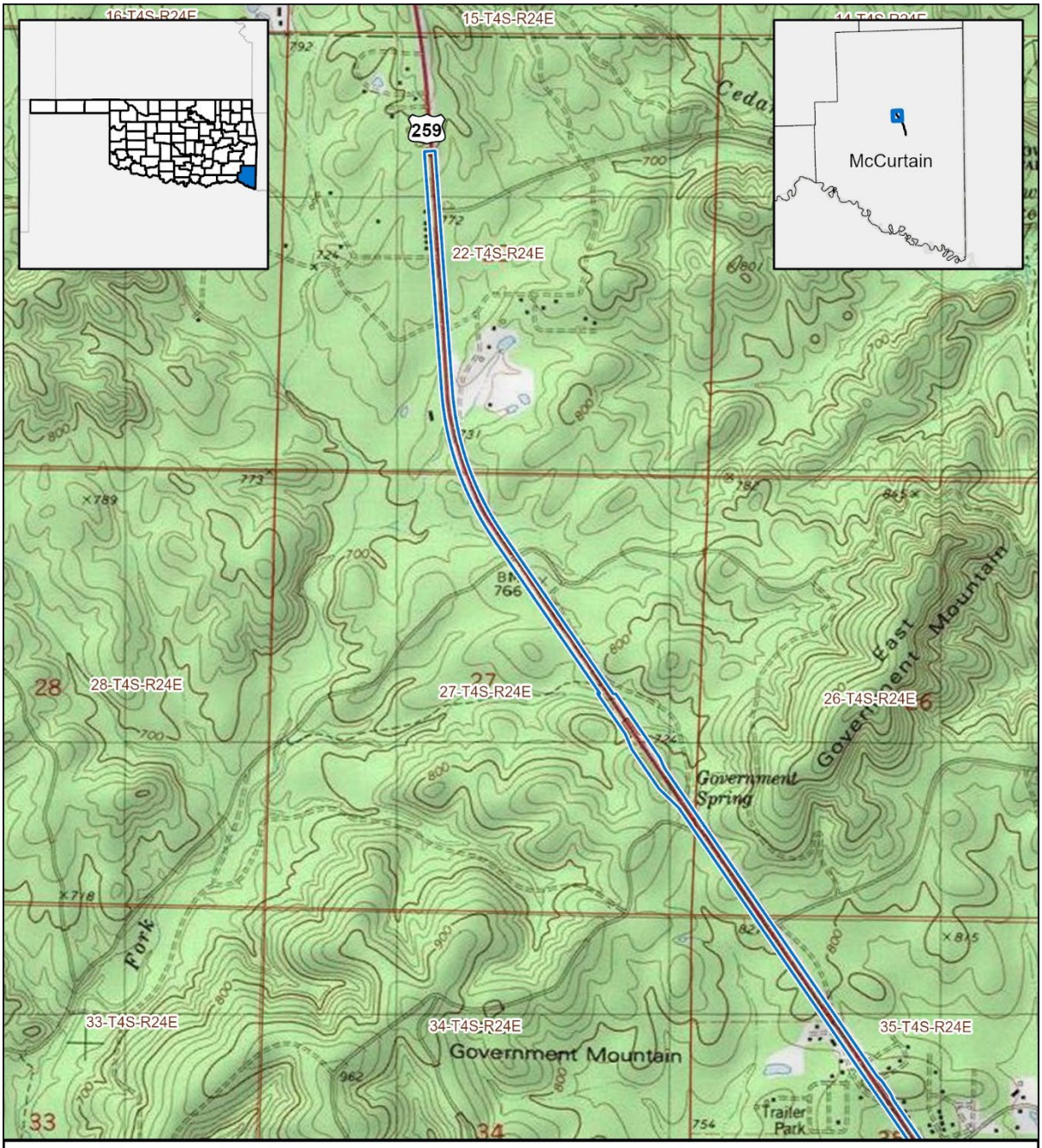

Figure 1a.
Phase I Cultural Resources Survey for Modifications to US-259
Beginning 6.25 Miles North of SH-3, Extending 6.0 Miles North
JP: 34333(04)
McCurtain County, Oklahoma

Data Sources: ODOT (2023)
Topographic Source:
USGS Old Glory Mountain 7.5' Quadrangle (1982[1983]),
USGS Stephens Gap 7.5' Quadrangle (1981),
USGS Broken Bow 7.5' Quadrangle (1981)
Date: 1/23/2024

Project: G:\Projects\178_FN\088_McCurtainCo_US215\McCurtainCounty_US215.aprx, Layout: McCurtainCo_US259_Arch_Fig1_PL_Topo24k_20231106

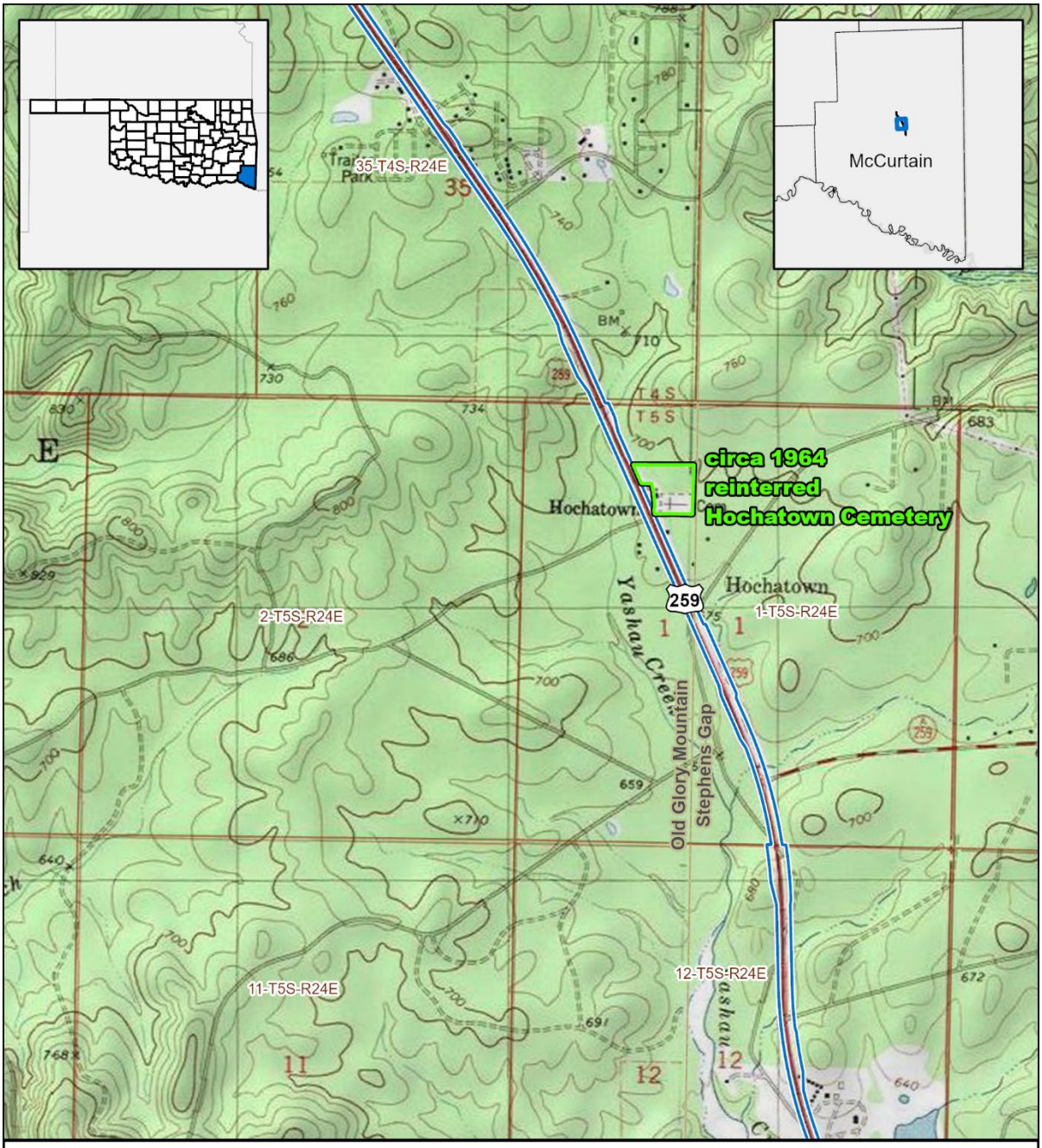

Figure 1b.
Phase I Cultural Resources Survey for Modifications to US-259
Beginning 6.25 Miles North of SH-3, Extending 6.0 Miles North
JP: 34333(04)
McCurtain County, Oklahoma

Data Sources: ODOT (2023)
Topographic Source:
USGS Old Glory Mountain 7.5' Quadrangle (1982[1983]),
USGS Stephens Gap 7.5' Quadrangle (1981),
USGS Broken Bow 7.5' Quadrangle (1981)
Date: 1/24/2024

Project: G:\Projects\178_FN\088_McCurtainCo_US215\McCurtainCounty_US215.aprx, Layout: McCurtainCo_US259_Arch_Fig1_PL_Topo24k_20231106

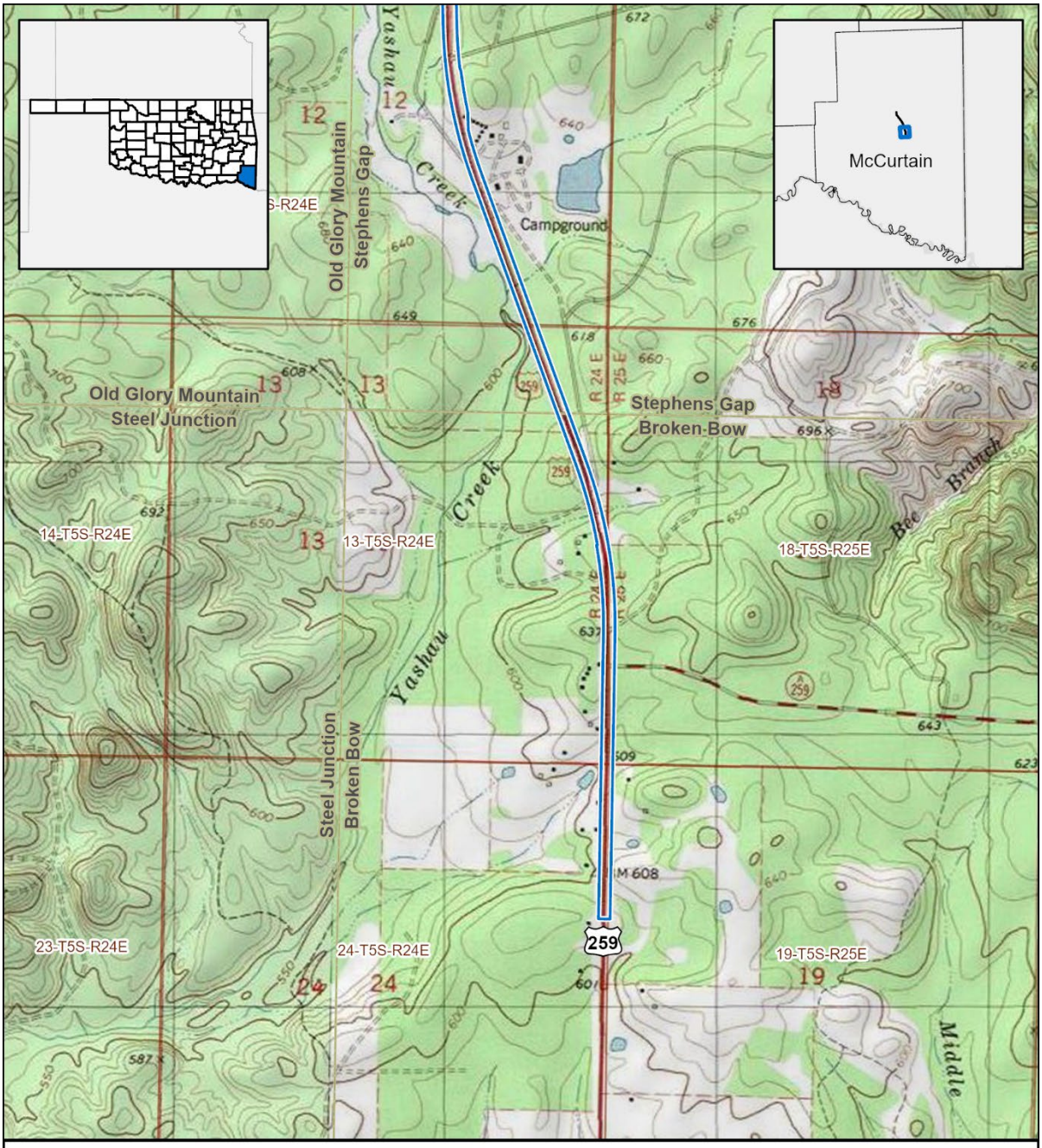

Figure 1c.
Phase I Cultural Resources Survey for Modifications to US-259
Beginning 6.25 Miles North of SH-3, Extending 6.0 Miles North
JP: 34333(04)
McCurtain County, Oklahoma

Data Sources: ODOT (2023)
Topographic Source:
USGS Old Glory Mountain 7.5' Quadrangle (1982[1983]),
USGS Stephens Gap 7.5' Quadrangle (1981),
USGS Broken Bow 7.5' Quadrangle (1981)
Date: 1/23/2024

Project: G:\Projects\178_FN\088_McCurtainCo_US215\McCurtainCounty_US215.aprx, Layout: McCurtainCo_US259_Arch_Fig1_PL_Topo24k_20231106

BIOLOGICAL STUDIES

BIOLOGICAL STUDIES TRACKING FORM

NEPA Project Manager	Ben Hagood / Kathy Koon
State or Local Government Project	State
USFWS Project Code #	**2024-0026877**
Original IPaC List	12/18/2023
Email used to request IpaC official species list	Glen.Adams@freese.com
Last Updated Species List Date	Click here to enter a date.
ROW	Click here to enter a date.
Let Date	6/1/2024
90 Day Prior to Let IpaC List	3/1/2024
Duration expected	Click here to enter text.
Original Biological Assessment and Waters and Wetlands Report Prepared By:	Freese & Nichols
Most Recent Field Date:	10/26/2023
Original Report Date:	12/19/2023
USFWS Consultation Submittal:	1/4/2024
USFWS Concurrence:	1/16/2024 - must confirm bat AMMs met prior to active season
Original Tracking Form Prepared by:	Elizabeth Nichols
Original Tracking Form date:	1/16/2024
Update Reason	Click here to enter text.
Amended USFWS Consultation Submittal:	Click here to enter a date.
Amended USFWS Concurrence:	Click here to enter a date.
Tracking Form Updated By Whom:	Click here to enter text.
Tracking Form Updated Date:	Click here to enter a date.
ADD MORE LINES AS NEEDED FOR EACH TIME PROJECT IS UPDATED	

Form Date: October 2023

Project Name from Oracle

US-259 begin 6.25 miles north of Junction with SH-3 and extend north 6 miles

Project Description

Widen and Resurface Existing Lanes

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
Red-cockaded Woodpecker	Endangered	☒	May Affect, Not likely to adversely affect
Whooping Crane	Endangered	☐	Choose an item.
Gray Bat	Endangered	☐	Choose an item.
Indiana Bat	Endangered	☐	Choose an item.
Northern Long-eared Bat	Endangered	☒	May Affect, not likely to adversly affect
Ozark Big-eared Bat	Endangered	☐	Choose an item.
Peppered Chub	Endangered	☐	Choose an item.
Neosho Mucket	Endangered	☐	Choose an item.
Ouachita Rock Pocketbook	Endangered	☒	May Affect, Not likely to adversely affect
Scaleshell Mussel	Endangered	☒	May Affect, Not likely to adversely affect
Winged Mapleleaf	Endangered	☒	May Affect, Not likely to adversely affect
Harperella	Endangered	☒	No Effect
American Burying Beetle	Threatened	☒	Final Effect Analysis and Determination covered in the BO for the final 4(d) rule
Eastern Black Rail	Threatened	☐	Choose an item.
Lesser Prairie Chicken	Threatened	☐	Choose an item.
Piping Plover	Threatened	☒	No Effect
Red Knot	Threatened	☒	No Effect
Arkansas River Shiner	Threatened	☐	Choose an item.
Leopard Darter	Threatened	☒	No Effect
Neosho Madtom	Threatened	☐	Choose an item.
Ozark Cavefish	Threatened	☐	Choose an item.
American Alligator	Threatened	☒	May Affect, Not likely to adversely affect
Rabbitsfoot Mussel	Threatened	☒	May Affect, Not likely to adversely affect
Tricolored Bat	Proposed Endangered	☒	Not likely to jeopardize the continued existence of the species
Alligator Snapping Turtle	Proposed Threatened	☒	Not likely to jeopardize the continued existence of the species
Monarch Butterfly	Candidate	☒	Not likely to jeopardize the continued existence of the species
Rattlesnake-master Borer Moth	Candidate	☐	Choose an item.
Whooping Crane Critical Habitat	Designated	☐	Choose an item.
Peppered Chub 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.

Number of acres within the NEPA Study Footprint	**114**
Number of acres of perennial plant vegetation (ABB habitat) within the NEPA Study Footprint that will be impacted	**14.0**
Number of acres of forested/wooded area (bat habitat) within the NEPA Study Footprints that will be impacted	**14.2**
Acres of tree removal within 100 feet of pavement	14.0
Acres of tree removal 100-300 feet from pavement	0.2
Acres of tree removal beyond 300 feet from pavement	0

ABB Conservation Lands adjacent	NO
Presence of milkweed and/or nectar plants	NO

Bald Eagle Assessment	Not expected to impact
Migratory Bird Assessment of Transportation Structures	Migratory birds found nesting on transportation structures
Migratory Bird Impacts	nesting habitat for migratory birds will be impacted
Birds of Conservation Concern	Listed BCC may be impacted
Interior Least Tern (MBTA)	No habitat

Species (choose those that apply)	**Seasonal Restriction Period**
Bats	April 1 – November 15
Migratory Birds: Swallows and Phoebes (NESTS PRESENT)	March 1 – August 31

Conservation Commitments

ODOT Commitment: A representative from ODOT Natural Resources Program will need to attend all project development meetings, including the pre-work meeting for the project. It will be the responsibility of the Environmental Project Manager to notify the ODOT Natural Resources Program of any such meetings. 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 and Birds of Conservation Concern, 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.

Monarch Commitment: ODOT, as a Certificate of Inclusion partner in the Nationwide Monarch Butterfly CCAA for Energy and Transportation lands, will adhere to the conservation measures, as well as minimize threats to the monarch butterfly as stipulated in this CCAA.

Species Plan Notes

USFWS Compliance Commitment: Please be advised for this project, one week prior to the start of the bats' active season (April 1), the ODOT biologist must confirm that all agreed upon avoidance and minimization measures, as well as conservation measures, have been followed or implemented, and the contractor is aware of seasonal restriction requirements.

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 continuously 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 Bridge/Culvert Seasonal Restriction Note: The northern long-eared bat is a listed bat species and the Tricolored bat is proposed endangered bat species that occur within the project's action area. In order to avoid and minimize adverse impacts to listed bat species, bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition shall be permitted only between November 16, and March 31 (when bats are hibernating in caves). If bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition during the active season (between April 1, and November 15) cannot be avoided, the Resident Engineer shall contact the ODOT Biologist to schedule a visual bat bridge inspection, prior to any bridge work. Inspection surveys can only be conducted between May 15, and August 15. If the inspection finds that bats are using the structures, all bridge/culvert repair, retrofit, maintenance, rehabilitation or demolition shall only be permitted between November 16, and March 31 (when bats are hibernating in caves).

Bat Tree Removal Seasonal Restriction Note: The northern long-eared bat is a listed bat species that occurs within the project's action area. In order to avoid adverse impacts to this species, all tree removal shall be permitted only between November 16, and March 31 (outside the bats active season). If the active season (April 1 to November 15) cannot be avoided, the Resident Engineer shall contact the ODOT Biologist and re-consultation with USFWS will be necessary to avoid adverse impacts to the species.

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.

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 US-259 Yashau Creek bridge (NBI:14031) and numerous culverts (STA.318+46, 362+61, 378+27, 407+87, 446+47, and 618+19.12) was observed. 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. If painting, repair, retrofit, rehabilitation or demolition cannot be completed between September 1 and February 28, the bridge and culverts 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

Streams and Drainages

Total Number of sites	Streams and Drainage Features	Potential Jurisdictional Status	Total Acres within the NEPA Footprint
11	Streams	Likely Jurisdictional	0.484

Re: [EXTERNAL] 2024-0026877 ODOT McCurtain JP 34333(04)(08) Consultation Review Package

Goins, Kassandra (Kasey) <kassandra_goins@fws.gov>
Tue 1/16/2024 11:17 AM
To:Nichols, Liz <elizabeth.nichols@ou.edu>

Hello Liz,

The Service has reviewed consultation package 2024-0026877 McCurtain JP 34333(04)(08).

Please be advised for this project, one week prior to the start of the bats' active season (April 1). The ODOT biologist will confirm that all agreed upon avoidance and minimization measures, as well as conservation measures, have been followed or implemented, and the contractor is aware of seasonal restriction requirements.

Based on the information provided, the project will occur within the range of the American burying beetle (*Nicrophorus americanus*) and you have concluded the project may affect the species. The Service agrees with this determination. Any take that may occur as a result of the project is not prohibited under the Endangered Species Act of 1973 (Act; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), Section 4(d) rule adopted for this species at 50 CFR 17.47(d) (85 FR 65241). The Service asks that the conservation measures as articulated in the assessment, and in conjunction with the guidelines set forth by the Federal Highway Administration, be implemented and maintained.

You have also concluded the project may affect but is not likely to adversely affect the endangered Northern long-eared bat (*Myotis septentrionalis*: NLEB). The Service concurs with this determination, based on all tree removal will be restricted during the bats' active season (between April 1 and November 15). ODOT shall ensure all operators, employees, and contractors working in any area of the project are aware of all environmental commitments on this project, the assessment, and in conjunction with the guidelines set forth by the Federal Highway Administration.

You have further concluded the project may affect, but is not likely to adversely affect the the endangered red-cockaded woodpecker (*Picoides borealis*), Ouachita rock pocketbook (*Arcidens wheeleri*), scaleshell mussel (*Leptodea leptodon*), winged mapleleaf (*Quadrula fragosa*), the threatened rabbitsfoot (*Quadrula cylindrica cylindrica*), and the American alligator (*Alligator mississippiensis*). The Service concurs with these determinations. The Service asks that the conservation/mitigation measures as articulated in the assessment, and in conjunction with the guidelines set forth by the Federal Highway Administration, be implemented and maintained.

You have concluded the project will have no effect on the threatened red knot (*Calidris canutus rufa*), piping plover (*Charadrius melodus*), leopard darter (*Percina pantherina*), and the endangered harperella (*Ptilimnium nodosum*).

You have further determined the project will not jeopardize the continued existence of the candidate monarch butterfly (*Danaus plexippus)*, the proposed endangered tricolored bat (*Perimyotis subflavus*), and the proposed threatened alligator snapping turtle (*Macrochelys temminckii*). The Service agrees with these determinations.

Regarding the reported presence of migratory birds/nests involved in this project, the Services asks that ODOT proceed in conjunction with guidance set forth by the Federal Highway Administration to avoid and minimize potential impacts to migratory birds, nests, and/or eggs.

This project is also within the range of at least nine migratory species of Birds of Conservation Concern, all of which are known to breed in Oklahoma. The Service asks that all avoidance of impacts to these species be implemented in accordance with the direction set forth by the Federal Highway Administration.

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.

The Service also recommends ODOT/FHWA replace box culverts with structures that are fish passage friendly, as suggested in the Service email to ODOT dated 8/16/2021. This applies to project culverts (being demolished, repaired, retrofitted, maintained or rehabilitated) along perineal or intermittent streams still providing habitat to native fish species.

The online project review concurrence letter signed by the Field Supervisor is now valid, and the project may proceed accordingly. The Service asks that, within 90 days prior to construction, a new species list be obtained to see if any changes have occurred. If changes have occurred, please verify with the Oklahoma Ecological Services Field Office to determine if further consultation is needed. If you have any questions, please contact the Field Office.

Sincerely,

Kasey Goins
She/Her
Fish & Wildlife Biologist (T&E Species)
U.S. Fish and Wildlife Service
Oklahoma Ecological Services Field Office

9014 E. 21st St.
Tulsa, OK 74129
918.382.4527

From: Nichols, Liz <elizabeth.nichols@ou.edu>
Sent: Tuesday, January 9, 2024 3:51 PM
To: Goins, Kassandra (Kasey) <kassandra_goins@fws.gov>
Subject: Re: [EXTERNAL] 2024-0026877 ODOT McCurtain JP 34333(04)(08) Consultation Review Package

Certainly Kasey! I apologize.
Liz

Elizabeth Nichols
Assistant Manager, Natural Resources Program
Oklahoma Department of Transportation
Oklahoma Biological Survey
111 E. Chesapeake
Norman, OK 73019
405.325.6802 (office)
elizabeth.nichols@ou.edu
enichols@odot.org

From: Goins, Kassandra (Kasey) <kassandra_goins@fws.gov>
Sent: Monday, January 8, 2024 11:10 AM
To: Nichols, Liz <elizabeth.nichols@ou.edu>
Subject: Fw: [EXTERNAL] 2024-0026877 ODOT McCurtain JP 34333(04)(08) Consultation Review Package

Good Morning Liz,

I hope you had a restful weekend. Could you resubmit this project with the inclusion of Red Cockaded Woodpecker in the conclusion table? Thank you!

Best,
Kasey Goins
She/Her
Fish & Wildlife Biologist (T&E Species)
U.S. Fish and Wildlife Service
Oklahoma Ecological Services Field Office

9014 E. 21st St.
Tulsa, OK 74129
918.382.4527

From: OK Project Review, FWS <OKProjectReview@fws.gov>
Sent: Thursday, January 4, 2024 12:04 PM
To: Goins, Kassandra (Kasey) <kassandra_goins@fws.gov>
Subject: Fw: [EXTERNAL] 2024-0026877 ODOT McCurtain JP 34333(04)(08) Consultation Review Package

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From: Elizabeth Nichols <ENichols@odot.org>
Sent: Thursday, January 4, 2024 5:07 PM
To: OK Project Review, FWS <OKProjectReview@fws.gov>
Cc: Amber McIntyre <amcintyre@odot.org>; Echo-Hawk, Patricia <Patricia_Echo-Hawk@fws.gov>
Subject: [EXTERNAL] 2024-0026877 ODOT McCurtain JP 34333(04)(08) Consultation Review Package

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good Morning.
This project is on a short time-line since they are wanting to let it soon. If you would, please place this one top of the review pile. Let me know if you have any questions or need additional information.
Thank you so much!
Liz

Elizabeth Nichols
Senior Biologist, Natural Resources Program
Oklahoma Department of Transportation
Oklahoma Biological Survey
111 E. Chesapeake

Norman, OK 73019
405.325.6802 (office)
enichols@odot.org

United States Department of the Interior
FISH AND WILDLIFE SERVICE
Ecological Services Program

Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, Oklahoma 74129
(918) 581-7458 (Office) / (918) 581-7467 (Fax)

Date:

1/4/2024

To:

Elizabeth Nichols
ODOT Natural Resources Program at OU
111 E. Chesapeake
Norman, OK 73019
405-325-6802, enichols@odot.org

Project Name:

McCurtain JP 34333(04)(08) Widen & Resurface on US-259 begin 6.25 miles north of Junction with SH-3 and extend north 6 miles

Consultation Code:

2024-0026877

Dear Project Proponent:

Thank you for using the U.S. Fish and Wildlife Service (Service) Oklahoma Ecological Services Field Office (ESFO) online project review process. By providing this letter in conjunction with your complete project review package, you are certifying that you have accurately completed the USFWS Online Project Review Process for the referenced project in accordance with all instructions provided, using the best available information to reach your conclusions. Concurrence with "not likely to adversely affect" determinations does not provide any exemption for violations of section 9 of the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA) or "take" of federally-listed species. The Federal action agency is ultimately responsible for ensuring compliance with the ESA and any take that occurs due to your proposed action would be considered a violation under section 9 of the ESA.

This letter and the enclosed project review package complete the review of your project in accordance with the ESA. This letter also provides information for your project review under the National Environmental Policy Act (National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C.4321-4347, 83 Stat. 852), as amended.

A copy of this letter, with all forms completed, and the project review package must be emailed to **okprojectreview@fws.gov** for this certification to be valid. This letter and the project review package will be maintained in Service records. **Please allow the Oklahoma ESFO 45 days to review your information. If the Oklahoma ESFO determines that the package is not complete, or that additional coordination is necessary, we will contact you. If, after 45 days from the date of your email submittal of your project review package, the Oklahoma ESFO has not contacted you, consider your section 7 consultation complete.**

The proposed action consists of:

The proposed improvement consists of resurfacing and widening US-259 to 5 lanes, including extending the reinforced concrete box (RCB) bridge over Yashau Creek (NBI:14031). The proposed 5-lane configuration will remain in existing right-of-way (R/W), and it typically consists of two 12-foot-wide driving lanes in each direction, a 14-foot-wide center turn lane, and 6-foot-wide paved shoulders. Culverts and bridges will remain in place and be extended to maintain function. The outside of the driving lanes may have shoulders in some sections and curb and gutter in the more urban sections. Traffic is expected to be maintained during construction.

The RCB at Yashau Creek (NBI:14031) is a triple cell RCB, and it will remain in place but will be extended approximately 20 feet east and west of US-259. Yashau Creek has been previously channelized within ODOT R/W and following construction, pre-construction contours are proposed to be restored.

There are 30 culverts underneath US-259 that will be extended to accommodate the widening. Traffic access will remain open during construction. All culverts will remain within existing R/W. New R/W is not proposed for this project.

Project start and completion dates:

Construction Let Date: 2024

Federal agency or federal program providing a permit, grant, authorization, loan, etc. associated with the proposed project and how that agency is associated with your project:

FHWA

Federal Agency/Program Point of Contact (name, phone, and email address):

The ODOT, acting as the duly authorized agent for the Federal Highway Administration, is initiating Section 7 consultation for the above mentioned project as a component of the agency's implementation of the procedural provisions of the National Environmental Policy Act. The information contained in this submission constitutes ODOT's biological assessment on the proposed project site, and the following effect determinations are based upon this information.

The species conclusions table in the enclosed project review package summarizes your ESA conclusions. These conclusions resulted in "not likely to adversely affect/modify" determinations for listed species and critical habitat in relation to potential effects of your proposed project. We certify that the use of the online project review process in strict accordance with the instructions provided as documented in the enclosed project review package results in reaching the appropriate determinations. Therefore, we concur with determinations of "not likely to adversely affect" for listed species and critical habitat reached by proper use of this process. For projects where this particular determination is reached, additional coordination with this office is not needed.

Candidate species are not legally protected pursuant to the ESA. However, the Service encourages efforts to avoid or minimize adverse impacts to them from project effects. Some federal agencies have standing policies that grant limited protections to candidate species. Conservation of candidate species now may preclude future needs to federally list them as endangered or threatened, at which point their legal protection would become required. Please contact this office for additional coordination if your project action area contains candidate species.

Should project plans change or if additional information on the distribution of listed species or critical habitat becomes available, this determination may be reconsidered. You should re-visit the Service's Information, Planning, and Conservation (IPaC) website at http:/ecos/fws.gov/ipac/ within 90 days of project initiation to ensure species information is correct. If new species or critical habitat is identified, this letter is no longer valid and a new project package should be submitted to the Oklahoma ESFO.

Information about the online project review process including instructions and use, species information, and other information regarding project reviews within Oklahoma is available at our website: http://www.fws.gov/southwest/es/oklahoma/ . If you have any questions, please call 918-581-7458 or send an email message to OKProjectReview@fws.gov.

Sincerely,
/s/ Kenneth Collins
Field Supervisor

Enclosures:

1) ENTIRE PROJECT REVIEW PACKAGE (check those you are including):
- ☑ Species Conclusion Table (required)
- ☑ IPaC Species List and Action Area map (required)
- ☑ This letter (Online Concurrence Letter) (required)
- ☑ Additional maps (recommended for adequate review)

2) Other relevant project data/documents

MA Verification ABB 4(d)

ENDANGERED, THREATENED AND CANDIDATE SPECIES, DESIGNATED CRITICAL HABITAT, BALD EAGLE AND MIGRATORY BIRD ASSESSMENTS

For

USFWS Project Code		**2024-0026877**			
Email used to request IPaC official species list			Glen.Adams@freese.com		
County	McCurtain	JP Number	34333(04)(08)	Project Number	J3-4333(004)PM
Road Number	US-259	Water Body Name		Yashau Creek and unnamed tributaries to East Fork Lukfata Creek	
ROW Date		Let Date	2024	Project Length	6.0 Miles
Project General Location		Through Hochatown, OK			
Project Description & Statement From Oracle		Widen & Resurface on US-259 begin 6.25 miles north of Junction with SH-3 and extend north 6 miles			

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:

Biologist Name	Glen Adams
Company/Agency Name	Freese and Nichols
Address	3600 NW 138th St. Suite 202
City, State Zip	Oklahoma City, OK 73134

Report Date:	December 19, 2023
Field Survey Date	October 26, 2023
Field Survey Biologist(s)	Glen Adams

Form Date: October 2022

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

Widen and Resurface Existing Lanes

Description of the **existing** bridge/roadway facility and reason for proposed project

The existing segment of US-259 consists primarily of two 12-foot asphalt driving lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially, the future needs of this region. The pavement condition is fair. NBI:14031 is described as a 3-10 ft. X 5 ft. X 59 ft. R.C. Box over Yashau Creek. It has a sufficiency rating of 81.10. The current Annual Average Daily Traffic (AADT) is 10,600 vehicles per day (vpd), and the projected AADT is 12,700 vpd. The purpose of the proposed improvements is to improve the safety and operation of the highway.

Description of **proposed** improvements

The proposed improvement consists of resurfacing and widening US-259 to 5 lanes, including extending the reinforced concrete box (RCB) bridge over Yashau Creek (NBI:14031). The proposed 5-lane configuration will remain in existing right-of-way (R/W), and it typically consists of two 12-foot-wide driving lanes in each direction, a 14-foot-wide center turn lane, and 6-foot-wide paved shoulders. Culverts and bridges will remain in place and be extended to maintain function. The outside of the driving lanes may have shoulders in some sections and curb and gutter in the more urban sections. Traffic is expected to be maintained during construction.

The RCB at Yashau Creek (NBI:14031) is a triple cell RCB, and it will remain in place but will be extended approximately 20 feet east and west of US-259. Yashau Creek has been previously channelized within ODOT R/W and following construction, pre-construction contours are proposed to be restored.

There are 30 culverts underneath US-259 that will be extended to accommodate the widening. Traffic access will remain open during construction. All culverts will remain within existing R/W. New R/W is not proposed for this 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)
S 22, 26, 27, 35 T4S, R24E; S 1, 12, 13, 24, T5S, R24E; S 18 and 19, T5S, R25E.	34.108289, -94.739357	Various dimensions ranging from 50 feet from center of road to 135 feet from center of road.	114	Central Mountain Ranges	Oak Pine Forest

Action Area:
NEPA Study Area plus 1 mile buffer and 1.6 miles downstream

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**
Red-cockaded Woodpecker	☒			☒
Whooping Crane	☐	☐		☐
Gray Bat	☐	☐		☐
Indiana Bat	☐			☐
Ozark Big-eared Bat	☐			☐
Peppered Chub	☐	☐		☐
Neosho Mucket	☐	☐	☐	☐
Ouachita Rock Pocketbook	☒	☒	☐	☐
Scaleshell Mussel	☒	☒	☐	☐
Winged Mapleleaf	☒	☒	☐	☐
Harperella	☒			☐
American Burying Beetle	☒			☐
Eastern Black Rail	☐			☐

Species	IPaC[1]	Watershed[2]	Water Body[3]	Records[4]
	Check if Yes	Check if YES	Check if Yes	Check if Yes
Piping Plover	☒			☐
Red Knot	☒			☐
Northern Long-eared Bat	☒			☐
Arkansas River Shiner	☐	☐	☐	☐
Leopard Darter	☒	☒	☐	☒
Neosho Madtom	☐	☐	☐	☐
Ozark Cavefish	☐	☐		☐
American Alligator	☒			☐
Rabbitsfoot Mussel	☒	☒	☐	☐
Tri-colored Bat	☒			☐
Alligator Snapping Turtle	☒			☒
Monarch Butterfly	☒			☐
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	☐
Peppered Chub	☐
Arkansas River Shiner	☐
Leopard Darter	☐
Neosho Mucket	☐
Rabbitsfoot	☐

Action area is adjacent to McAlester Army Ammunition Plant or Camp Gruber/Cherokee WMA ☐

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	Ouachita Mountains
Soil Name	Carnasaw-Clebit Pirum
Soil Type	Ultisols and Inceptisols
Soil Characteristics	Loamy, well-drained, and moderately acid soils on steep slopes (up to 30%)

Climate (Use Woods et al. 2005)

Precipitation	Mean annual inches	43-57 inches
Growing Season	Number of days	233
Mean Temperatures	Summer min/max	62/90
	Winter min/max	24/55

River System

Yashau Creek and East Fork Lukfata Creek watershed

Land Use and Land Ownership

From Woods et al. 2005	Ridges are steep enough to limit logging of oak-hickory-pine forests. It contains the largest remaining tract of unlogged, old growth oak-shortleaf pine habitat in the United States. Its pine woodlands are managed to increase the population of the red-cockaded woodpecker, which is federally-listed as endangered.
From Field investigation	Undeveloped forested oak-pine woodland and rural residential/commercial development

Terrestrial and Aquatic Community Descriptions (based on field site visit)

The study footprint consists of US-259 maintained right of way (R/W) for the entirety of the project area. Residential and commercial lawns are scattered throughout the R/W. Commercial and residential properties are prevalent outside of the project area, but directly adjacent to the present R/W. Additionally, swaths of oak-hickory-pine forest dominate undeveloped areas. Maintained commercial/residential lawns primarily consisted of Bermudagrass (*Cynodon dactylon*), crabgrass (*Digitaria spp*.), and fescue (*Festuca arundinacea*). The undeveloped areas adjacent to US-259 are upland deciduous forest. The dominant woody vegetation observed within the study area included sweetgum (*Liquidambar styraciflua)*, shortleaf pine (*Pinus echinata),* water oak (*Quercus nigra)*, Shumard oak (*Quercus shumardii)*, American elm (*Ulmus americana*), swamp chestnut (*Querus michauxii),* chinkapin oak (*Quercus muehlenbergii),* mockernut hickory (*Carya Tomentosa),* sugarberry (*Celtis laevigata*), American sycamore (*Populus deltoides)*, and black willow (*Salix nigra)*. Other species such as Chinese privet (*Ligustrum sinense*), Johnsongrass (*Sorghum halepense*), white heath aster (*Symphotrichum ericoides*), inland sea oats (*Chasmanthium latifoloium*), little blue stem

(Schizachyrium scoparium), poison ivy (*Toxicodendron radicans*), green briar (*Smilax bona-nox*), and goldenrod (*Solidago sp.)* were observed in the understory of the study area.

Along the narrow riparian areas and drainage features, vegetation was highly disturbed by routine R/W maintenance. Herbaceous vegetation species did not differ significantly from the rest of the corridor. However, woody vegetation along stream and drainage routes included species such as black willow, coastal plain willow (*Salix caroliniana)*, American sycamore, box elder (*Acer negundo)* and black hickory (*Carya texana)*.

There were 15 streams identified within the project area including the following: one perennial stream named Yashau Creek, seven unnamed intermittent tributaries of Yashau Creek, three unnamed intermittent tributaries of East Fork Lukfata Creek, three unnamed ephemeral tributaries of Yashau Creek, and one unnamed ephemeral tributary of East Fork Lukfata Creek. Yashau Creek has been channelized within the R/W, and it is relatively shallow (typically less than one foot deep). This area is within 2 miles of its headwaters, and it flows over 16 miles before its confluence with the Little River. All intermittent tributaries appear to only flow during wetter periods of the year and have been previously disturbed by R/W maintenance.

One off-channel, manmade pond was identified in the study area. No wetlands were identified within the project 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	
Red-cockaded Woodpecker	Old-growth loblolly, shortleaf, slash or longleaf pine forests occur within **0.25 miles of the NEPA Environmental Study Footprint.**	☐
	Park-like stands of pines with little or no understory growth occur within **0.25 miles of the NEPA Environmental Study Footprint.**	☐
	Living pine trees over 60 years old occur within **0.25 miles of the NEPA Environmental Study Footprint.**	☒
Ouachita Rock Pocketbook Mussel	Pools, backwaters and side channels of designated occupied water bodies, or their direct tributaries, that exhibit little or no current, occur within **330 feet upstream and 1.6 miles downstream of the NEPA Environmental Study Footprint.**	☒
	Large mussel beds containing a diversity of mussel species within occupied water bodies or direct tributaries to occupied water bodies are present within **330 feet upstream and 1.6 miles downstream of the NEPA Environmental Study Footprint.**	☐

SPECIES	HABITAT	
Scaleshell Mussel	Stretches of stable channels within designated occupied water bodies, or their direct tributaries, that exhibit riffle areas with assemblages of gravel, cobble, boulder, sand or mud and relatively good water quality, occur within **330 feet upstream and 1.6 miles downstream of the NEPA Environmental Study Footprint**.	☒
Winged Mapleleaf Mussel	Stretches of stable channels within designated occupied water bodies, or their direct tributaries, that exhibit riffles with clean gravel, sand or rubble bottoms, and clear, high quality water occur within **330 feet upstream and 1.6 miles downstream of the NEPA Environmental Study Footprint**.	☒
Harperella	Rocky or gravel shoals and sandbars along sunny margins of clear, swift-flowing streams occur within the **NEPA Environmental Study Footprint.**	☐
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).	14.0
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 or 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.	14.2
	Acres of trees within 100 feet from pavement	14.0
	Acres of trees between 100- 300 feet from pavement	0.2
	Acres of trees greater than 300 feet from pavement	0.0
Leopard Darter	Designated occupied water bodies, or their direct tributaries, that exhibit clear water, and large quiet pools with a rubble and boulder substrate, occur within **0.25 upstream and 6.2 miles downstream of the NEPA Environmental Study Footprint.**	☐
American Alligator	Fresh or brackish marshes, ponds, lakes, rivers, swamps, bayous, canals or large spring runs occur within the **NEPA Environmental Study Footprint**.	☒
Rabbitsfoot Mussel	Designated occupied water bodies, or their direct tributaries, that exhibit sand and gravel substrates, and moderate to swift current, occur within **330 feet upstream and 1.6 miles downstream of the NEPA Environmental Study Footprint**.	☒
Tricolored 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**.	☒
	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.	☒
	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.	14.2
	Acres of trees within 100 feet from pavement	14.0
	Acres of trees between 100- 300 feet from pavement	0.2
	Acres of trees greater than 300 feet from pavement	0.0

SPECIES	HABITAT	
Alligator Snapping Turtle	Canopy covered, stagnant or slow flowing, deep, freshwater to brackish rivers, tributaries, bayous, canals, swamps, reservoirs, and ponds are present within the **NEPA Environmental Study Footprint.**	☒
	Submerged vegetation, snags, logs, boulders, beaver dams or dens, and/or undercut banks present within the **NEPA Environmental Study Footprint.**	☐
	Forested riparian areas with sandy soils or dry substrate present outside of the floodplain and within 656 ft of the suitable waterbodies are present within the **NEPA Environmental Study Footprint.**	☐
Monarch Butterfly	Presence of milkweed (*Asclepias sp*.) species within the **NEPA Environmental Study Footprint.**	☐
	Presence of flowering or potentially flowering nectar plants *(defined as forbs that can provide nectar for monarchs at some point in the growing season)* within the **NEPA Environmental Study Footprint.**	☒
	Presence of additional native habitat within the **NEPA Environmental Study Footprint.**	☐

3.4 Bridge, Culvert & Structure Assessment 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. **Fill out p.1 of Appendix D Assessment.** ☐

BRIDGE INSPECTION: Identify ALL Bridges by NBI # (include RCB bridges)
CULVERT 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)

Fill out p.2 ONLY of Appendix D Assessment for EACH bridge/culvert/structure below. D-1 is only for those structures that do not have any habitat within 1,000-ft

1. **Bridge 1**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	NBI 14031	Yashau Creek
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. Explain reasons in the Notes.		
Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This bridge will remain in place and be expanded at the current location.		

2. **Culvert 5**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 318.46	Unnamed tributary to Yashau Creek

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. Explain reasons in the Notes.

Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.

3. **Culvert 6**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 340+45	Unnamed tributary to Yashau Creek

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. Explain reasons in the Notes.

Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.

4. **Culvert 7**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 349+00	Unnamed tributary to Yashau Creek

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. Explain reasons in the Notes.

Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.

5. **Culvert 8**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 362+61	Unnamed tributary to Yashau Creek

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. Explain reasons in the Notes.

Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This bridge will remain in place and be expanded at the current location. culvert

6. **Culvert 12**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 378+27	Unnamed tributary to Yashau Creek
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. Explain reasons in the Notes.		
Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.		

7. **Culvert 14**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 407+87	Unnamed tributary to Yashau Creek
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. Explain reasons in the Notes.		
Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.		

8. **Culvert 17**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 437+97	Unnamed tributary to Yashau Creek
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. Explain reasons in the Notes.		
Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.		

9. **Culvert 18**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	446+47	Unnamed tributary to Yashau Creek
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. Explain reasons in the Notes.		
Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.		

10. **Culvert 20**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 496+40.76	Unnamed tributary to Yashau Creek

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. Explain reasons in the Notes.

Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.

11. **Culvert 25**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 579+17.9	Unnamed tributary to East Fork Lukfata Creek

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. Explain reasons in the Notes.

Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.

12. **Culvert 27**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 603+46.12	Unnamed tributary to East Fork Lukfata Creek

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. Explain reasons in the Notes.

Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.

13. **Culvert 30**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 618+19.12	Unnamed tributary to East Fork Lukfata Creek

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. Explain reasons in the Notes.

Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.

14. **Culvert 31**

Road Number /Name	NBI Number	Water Body (or road if over road)
US-259	STA. 626+92.47	Unnamed tributary to East Fork Lukfata Creek

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. Explain reasons in the Notes.

Assessment Notes: A visual assessment was conducted, and no evidence of bats was found. This culvert will remain in place and be expanded at the current location.

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 is checked yes within the action area identified above will not be impacted, describe why. If no habitat is present within the action area, do not enter here.
Red-Cockaded Woodpecker	☐	No red cockaded woodpecker habitat was identified within the project area or within 0.25 mile. Pine trees within the project area may include individuals that are over 60 years old, but there are no forested areas indicative of mature pine forests required by this habitat specialist. There are mixed deciduous-pine forests adjacent to the project area that are not indicative of preferred habitat. The occurrence potential of this species within the project area is very low.
Northern long eared bat	☒	There is limited potential habitat within the project area because the project will occur entirely within previously disturbed present R/W. However, there are scattered trees within the project area that would be removed during construction. The clearing of trees would reduce the amount of potential tree roosting sites and foraging habitat near the road. Extension of the bridge and culverts could impact any bats roosting on those structures. Vibrations and noise could deter use of adjacent foraging and roosting habitat for the duration of the project.
Ouachita rock pocketbook	☒	Although Yashau Creek is a direct tributary of the Little River, the project area is over 16 miles from the Little River and is entirely within previously disturbed R/W. At this location, Yashau Creek has been channelized and is relatively shallow due to its proximity to its headwaters (approximately 1.5 miles away). The occurrence potential of this species within the project area is very low.

Scaleshell mussel	☒	Although Yashau Creek is a direct tributary of the Little River, the project area is over 16 miles from the Little River and is entirely within previously disturbed R/W. At this location, Yashau Creek has been channelized and is relatively shallow due to its proximity to its headwaters (approximately 1.5 miles away). The occurrence potential of this species within the project area is very low.
Winged maple leaf	☒	Although Yashau Creek is a direct tributary of the Little River, the project area is over 16 miles from the Little River and is entirely within previously disturbed R/W. At this location, Yashau Creek has been channelized and is relatively shallow due to its proximity to its headwaters (approximately 1.5 miles away). The occurrence potential of this species within the project area is very low.
American burying beetle	☒	Loss of unmaintained R/W with greater than 50% native vegetation routinely taller than 8 inches would result from clearing during construction, widening the paved area of the road and shoulders, placement of relocated utilities, and grading associated with extending the backslopes of the road.
Rabbitsfoot	☒	Although Yashau Creek is a direct tributary of the Little River, the project area is over 16 miles from the Little River and is entirely within previously disturbed R/W. At this location, Yashau Creek has been channelized and is relatively shallow due to its proximity to its headwaters (approximately 1.5 miles away). The occurrence potential of this species within the project area is very low.
American alligator	☒	A pond is partially located within the project area and could serve as habitat for American alligator. The majority of the pond would not be impacted by the project. Potential impacts to the American alligator would be very low.
Tricolored bat	☒	There is limited potential habitat within the project area because the project will occur entirely within previously disturbed present R/W. However, there are scattered trees within the project area that would be removed during construction. The clearing of trees would reduce the amount of potential tree roosting sites and foraging habitat near the road. Extension of the bridge and culverts could impacts any bats roosting on those structures. Vibrations and noise could deter use of adjacent foraging and roosting habitat for the duration of the project.
Alligator snapping turtle	☒	A pond is partially located within the project area and could serve as habitat for alligator snapping turtles. The majority of the pond would not be impacted by the project. Potential impacts to the alligator snapping turtle would be low.
Monarch butterfly	☒	The project will expand the footprint of the road into the present R/W. Vegetated R/W contains flowering nectar plants, which could be utilized by monarch butterflies.

4.2 Indirect Effects

Long-term habitat alterations

Species/ Resource	Identify long-term, permanent changes in habitat
Red-cockaded Woodpecker	None
Northern long eared bat	Potential permanent loss of foraging and roosting habitat would occur where trees and snags would be cleared and maintained treeless within ODOT R/W. Roosting suitability of the bridge and culverts would be improved with the lengthening of the structures.
Ouachita rock pocketbook	Potential permanent loss of low quality, previously disturbed areas of Yashau creek would occur due to the RCB extension of approximately 40 feet.
Scaleshell mussel	Potential permanent loss of low quality, previously disturbed areas of Yashau creek would occur due to the RCB extension of approximately 40 feet.
Winged maple leaf	Potential permanent loss of low quality, previously disturbed areas of Yashau creek would occur due to the RCB extension of approximately 40 feet.
American burying beetle	Suitable habitat within existing R/W would be permanently changed due to the increased mowing associated with new clear zones and conversion of suitable habitat into impervious surface with the widening of the roadway.
Rabbitsfoot	Potential permanent loss of low quality, previously disturbed areas of Yashau creek would occur due to the RCB extension of approximately 40 feet.
American alligator	No indirect impacts to habitat are expected.
Tricolored bat	Potential permanent loss of foraging and roosting habitat would occur where trees and snags would be cleared and maintained treeless within ODOT R/W. Roosting suitability of the bridge and culverts would be improved with the lengthening of the structures.
Alligator snapping turtle	No indirect impacts to habitat are expected.
Monarch butterfly	Potential permanent loss of foraging habitat would occur where flowering vegetation would be mowed and maintained within ODOT R/W.

Indirect land use impacts

While the proposed improvements are entirely within existing R/W, the project would likely facilitate the ongoing development in the area and contribute to loss of habitat in the area.

4.3 Interrelated and Interdependent Actions and Activities

The proposed project would potentially require the relocation of the following utilities within the present R/W: electric lines, gas lines, fiberoptic lines, and water lines. However, the area has undergone significant development directly adjacent to the present R/W, and potential relocations are not expected to result in additional disturbance that is not already occurring presently.

USFWS TAILS Number:	**2024-0026877**
ODOT Project JP Number:	**JP34333(04)(08)**

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	☒	☒	☐	☒	Project uses the BO for the final 4(d) rule	☒	☒	☐	☐
Red-cockaded woodpecker	☒	☐	☐	☒	☐	☒	☒	☐	☐
Northern long-eared bat	☒	☒	☐	☒	☐	☒	☐	☐	☐
Ouachita rock pocketbook	☒	☒	☐	☒	☐	☒	☐	☒	☐
Scaleshell mussel	☒	☒	☐	☒	☐	☒	☐	☒	☐
Winged maple leaf	☒	☒	☐	☒	☐	☒	☐	☒	☐
Harperella	☐	☐	☒	☐	☐	☒	☐	☐	☐
American alligator	☒	☒	☐	☒	☐	☒	☐	☐	☐
Piping Plover	☐	☐	☒	☐	☐	☒	☐	☐	☐
Rufa Red Knot	☐	☐	☒	☐	☐	☒	☐	☐	☐
Leopard darter	☐	☐	☒	☐	☐	☒	☒	☒	☐

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
Rabbitsfoot	☒	☒	☐	☒	☐	☒	☐	☒	☐
Tricolored bat	☒	☒	☐	☒	☐	☒	☐	☐	☐
Alligator snapping turtle	☒	☒	☐	☒	☐	☒	☒	☐	☐
Monarch butterfly	☒	☒	☐	☒	☐	☒	☐	☐	☐

CONCLUSIONS

No Effect	Piping Plover, Rufa Red Knot, Leopard darter, harperella
May Affect	American burying beetle
May affect, not likely to adversely affect	Red-cockaded Woodpecker, Northern long eared bat, Ouachita rock pocketbook, Scaleshell mussel, Winged mapleleaf, Rabbitsfoot, American alligator
May affect, likely to adversely affect	
Not likely to jeopardize the continued existence of the species – Proposed & Candidate species only	Tricolored bat, Alligator snapping turtle, Monarch butterfly
Appropriate Effect Determination for ABB 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 minimize adverse impacts to the ABB, the following conservation measures will be implemented:

a) The areas of suitable habitat will be field mapped.
b) The amount of ground disturbance to suitable ABB habitat within the construction footprint will be minimized to only what is necessary for project construction.
c) 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 planting such as solid slab sodding.
d) Pollution Prevention Requirements as specified by the Oklahoma Department of Environmental Quality General Permit OKRl0 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.
e) 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.
f) Carcasses and trash will continuously be removed from any permanent and temporary construction rights-of-way, throughout the duration of the project.

If **bridge and culvert demolition, repair, retrofit, maintenance or rehabilitation** is to occur during listed bat species' active/maternity season (between April 1 and November 15), ODOT Environmental Programs Division will thoroughly inspect the structures or conduct an acoustic survey of the existing structures to ensure any listed bats are not using the structures, within two years prior to construction. The inspection of the bridge and culverts, and the survey to determine the presence of listed bats potentially using the bridge will be scheduled between May 15 and August 15. If evidence of use by listed bat species is observed, then the bridge demolition, repair, retrofit, maintenance, and/or rehabilitation and culvert extension or removal will be performed between November 16 and March 31. If bridge demolition, repair, retrofit, maintenance, and/or rehabilitation and culvert extension or removal must occur between April 1 and November 15, the ODOT will re-initiate consultation with the USFWS. If bridge inspection and/or survey is positive, all bridge demolition, repair, retrofit, maintenance, and/or rehabilitation and culvert extension or removal will be limited to the bat's inactive season.

Suitable summer roosting habitat for **Northern long-eared bats** was observed during field studies within the immediate vicinity of the proposed project. Tree removal and trimming may occur only during the bats inactive season, from November 16 through March 31. If tree removal must occur outside that period, re-consultation with USFWS will be necessary to mitigate any adverse impacts.

Suitable **riparian foraging habitat** for threatened and endangered bat species occurs within the proposed project's action area. The removal and trimming 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 and trimming 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.

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.

ODOT, as a Certificate of Inclusion partner in the Nationwide **Monarch Butterfly** CCAA for Energy and Transportation lands, will adhere to the conservation measures, as well as minimize threats to the monarch butterfly as stipulated in this CCAA.

5. BALD AND GOLDEN EAGLE PROTECTION ACT ASESSMENT

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	☒	☒	Cottonwood, sycamore, and pine are present throughout the study area. Single trees with significant height over adjacent trees were not observed.
Open foraging areas with large trees	☒	☒	There is one pond with open foraging habitat located within the NEPA study footprint. The area is partially developed with low occurrence potential.
Distance to closest perennial water bodies	River or Lake	1 mile	A perennial stream named Yashau Creek is located within the project area. Broken Bow Lake is approximately one mile east of the study area and has suitable foraging and roosting habitat. There are smaller ponds used for agricultural purposes within the buffer suitable for foraging during wetter periods. The forested areas near ponds provide potential nesting habitat.
	Stream or Pond	Within NEPA Footprint	
Potential Bald Eagle Nests Observed	☐	☐	No potential bald eagle nests were observed during field activities.
Bald Eagles Observed in the general vicinity	☐	☐	No individuals were observed in the vicinity of the project area.
General Description of Bald Eagle Nesting Habitat and Impact Determination, within the NEPA Footprint and within 660-ft of the NEPA Footprint	The area is densely forested with few open foraging waters or open areas within 660-ft. Any eagles in the area would likely nest within much more suitable habitat along open foraging waters, including Broken Bow Lake or larger perennial streams. In addition, most of the area is developed.		
Station #s for Buffered Bald Eagle Habitat	NA		

6. MIGRATORY BIRD TREATY ACT (MBTA) ASSESSMENT

6.1 Structure 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. LABEL according to instructions within the cells below. Describe structure type. Identify roadway over what feature. Identify named streams where possible. Provide shapefiles and map according to LABEL, identifying pos/neg swallow structures	Approx. Number of Cliff Swallow Nests	Approx. Number of Barn Swallow Nests	Approx. Number of Eastern Phoebe Nests
Bridge 1, (NBI 14031, STA. 483+36.31)	0	15	2
Culvert 1 34.109202, -94.739368	0	0	0
Culvert 2 34.110852, -94.739351	0	0	0
Culvert 3 34.112690, -94.739363	0	0	0
Culvert 4 (STA. 317+50)	0	0	0
Culvert 5 (STA. 318.46)	0	14	6
Culvert 6 (STA. 340+55)	0	0	0
Culvert 7 (STA. 349+00)	0	0	0
Culvert 8 (STA. 362+61)	0	0	4
Culvert 9 (STA. 365+00)	0	0	0
Culvert 10 (STA 368+20)	0	0	0
Culvert 11 (STA. 376+00)	0	0	0
Culvert 12 (STA. 378+27)	0	0	2
Culvert 13 (STA. 385+53)	0	0	0
Culvert 14 (STA. 407+87)	0	8	0
Culvert 15 (STA. 426+67)	0	0	0
Culvert 16 (STA. 429+00)	0	0	0
Culvert 17 (STA. 437+97)	0	0	0
Culvert 18 (STA. 446+47)	0	15	0
Culvert 19 (STA. 481+00)	0	0	0
Culvert 20 (STA. 496+40.76)	0	0	0
Culvert 21 (STA. 541+73.77)	0	0	0
Culvert 22 (STA. 555+62.37)	0	0	0
Culvert 23 (STA. 563+34.44)	0	0	0
Culvert 24 (STA. 574.79)	0	0	0
Culvert 25 (STA. 579+17.90)	0	0	0
Culvert 26 (STA. 591+98.13)	0	0	0
Culvert 27 (STA. 603+46.12)	0	0	0
Culvert 28 (STA. 608+68.17)	0	0	0
Culvert 29 (STA 612+12.13)	0	0	0
Culvert 30 (STA 618+19.12)	0	0	2

Identify ALL structures including pipe culverts. LABEL according to instructions within the cells below. Describe structure type. Identify roadway over what feature. Identify named streams where possible. Provide shapefiles and map according to LABEL, identifying pos/neg swallow structures	Approx. Number of Cliff Swallow Nests	Approx. Number of Barn Swallow Nests	Approx. Number of Eastern Phoebe Nests
Culvert 31 (STA 626+92.47)	0	0	0
Other MB and Nests Observed	N/A		
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.			

6.2 Birds of Conservation Concern

Species Identified on IPaC list	Breeding Season
American kestrel	April 1 to August 31
brown-headed nuthatch	March 1 to July 15
chimney swift	March 15 to August 25
eastern whip-poor-will	May 1 to August 20
Kentucky warbler	April 20 to August 20
prairie warbler	May 1 to July 31
prothonotary warbler	April 1 to July 31
red-headed woodpecker	May 10 to September 10
wood thrush	May 10 to August 31
The proposed project activities are completely within present R/W and would have minimal potential impact on the listed species of conservation concern. Trees in the R/W could be utilized by the Red-headed woodpecker or other tree nesting species, and they could be removed during construction activities related to expansion of the road. However, impacts to tree nesting species are not expected to be significant. Due to routine maintenance/mowing in the R/W and adjacent commercial development, project impacts to ground nesting birds like the Kentucky warbler and eastern whip-poor-will are not expected to be significant.	
In order to avoid impacts to ground nesting and tree nesting USFWS Birds of Conservation Concern, ground disturbance and/or 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 ground disturbance and/or tree removal, if possible.	

6.3 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.	☐
No suitable habitat present.	

7. REFERENCES:

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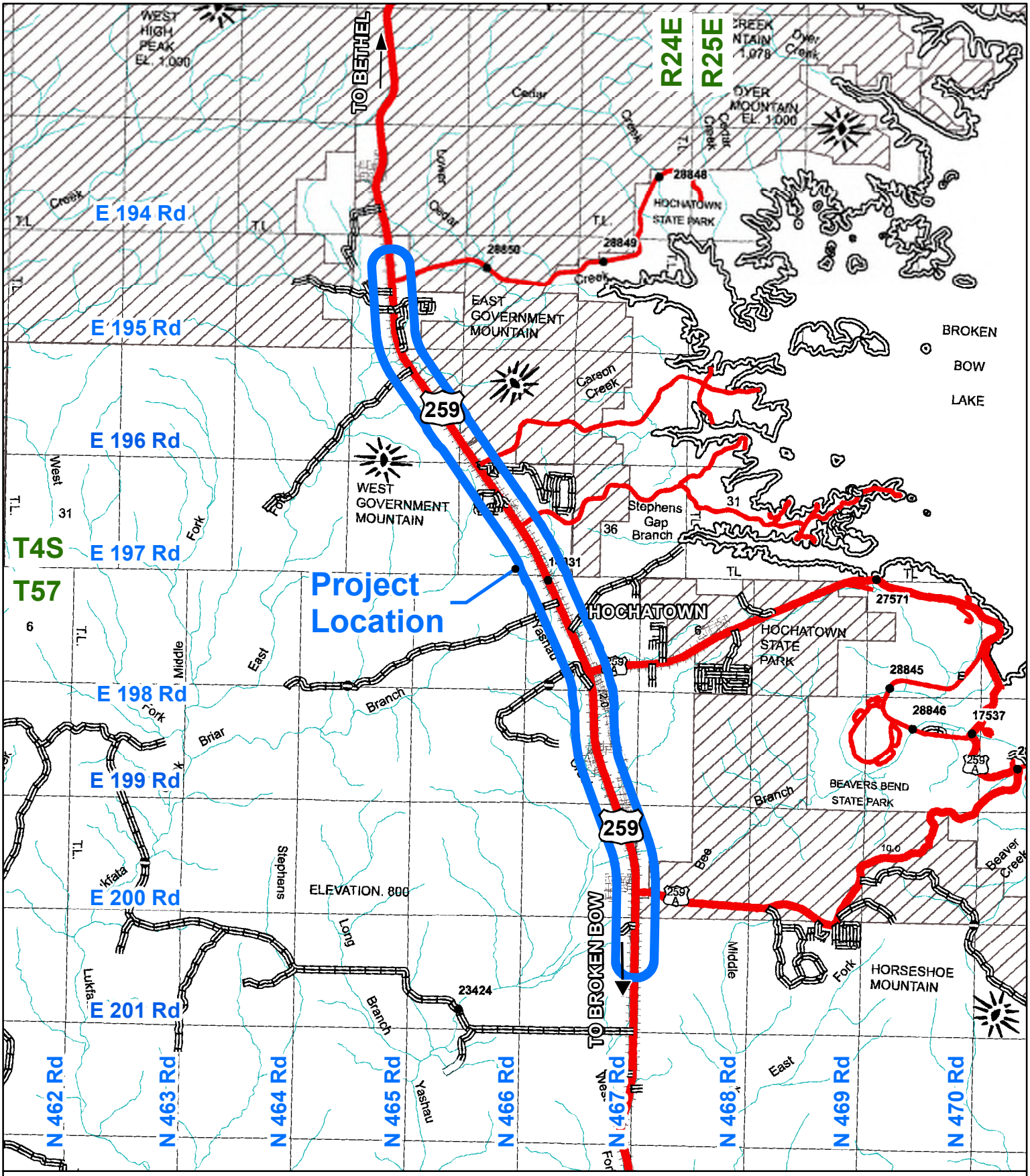
Woods, A.J., J. M. Omernik, D.R. Butler, J.G. Ford, J.E. Henley, B.W. Hoagland, D.S. Arndt, and B.C. Moran. 2005. Ecoregions of Oklahoma. Reston, Virginia: U.S. Geological Survey.

8. FIGURES



McCurtain County

Project Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project
in McCurtain County

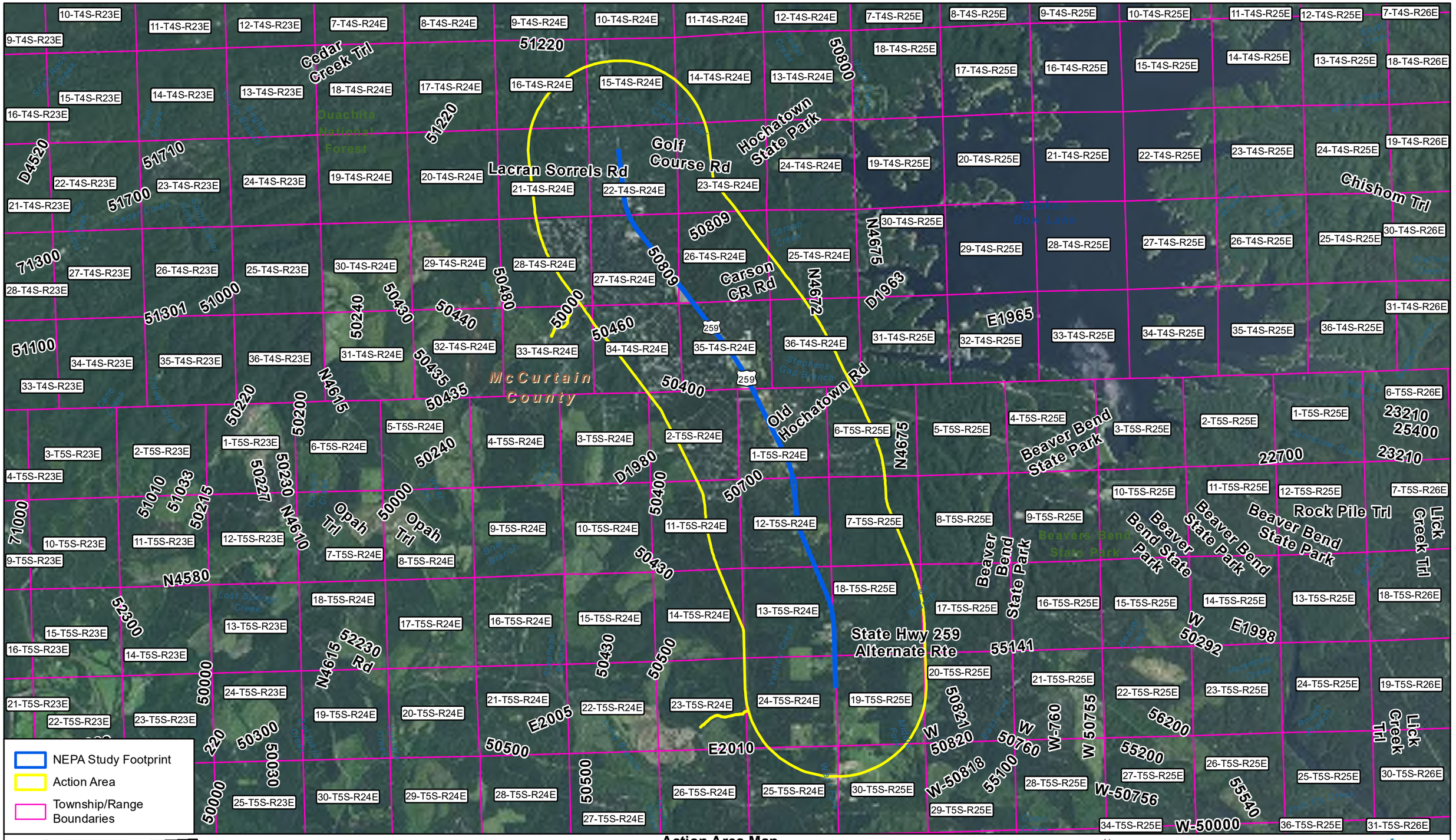
Figure 1

N W E S

0 3,000 6,000 Feet

OKLAHOMA Transportation

NAD 1983 UTM Zone 15N



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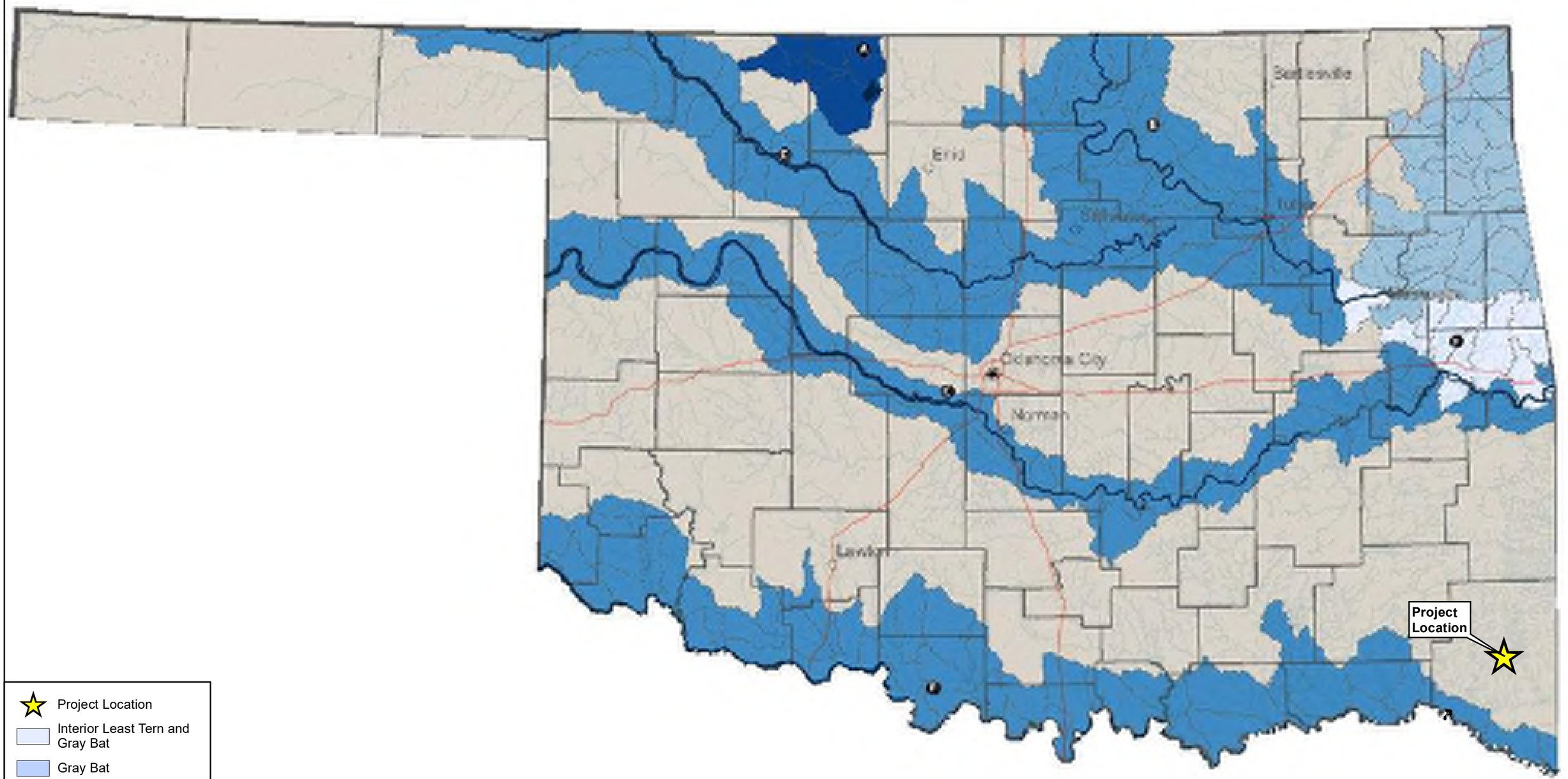

Source: USFS (Aug. 2011)

Federallly-Listed Aquatic Dependent Species Watersheds
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 3a

OKLAHOMA Transportation

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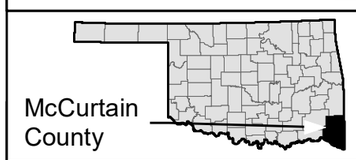
Source: USFS (April 2010)

Federallly-Listed Aquatic Species Watersheds
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 3b

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\3b_Aq_Species_11x17.mxd

Source: USFS (April 2010)



Federal Candidate Aquatic Species Watersheds
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 3c

N W E S
0 15 30 60 Miles

OKLAHOMA Transportation

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McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4a

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4b

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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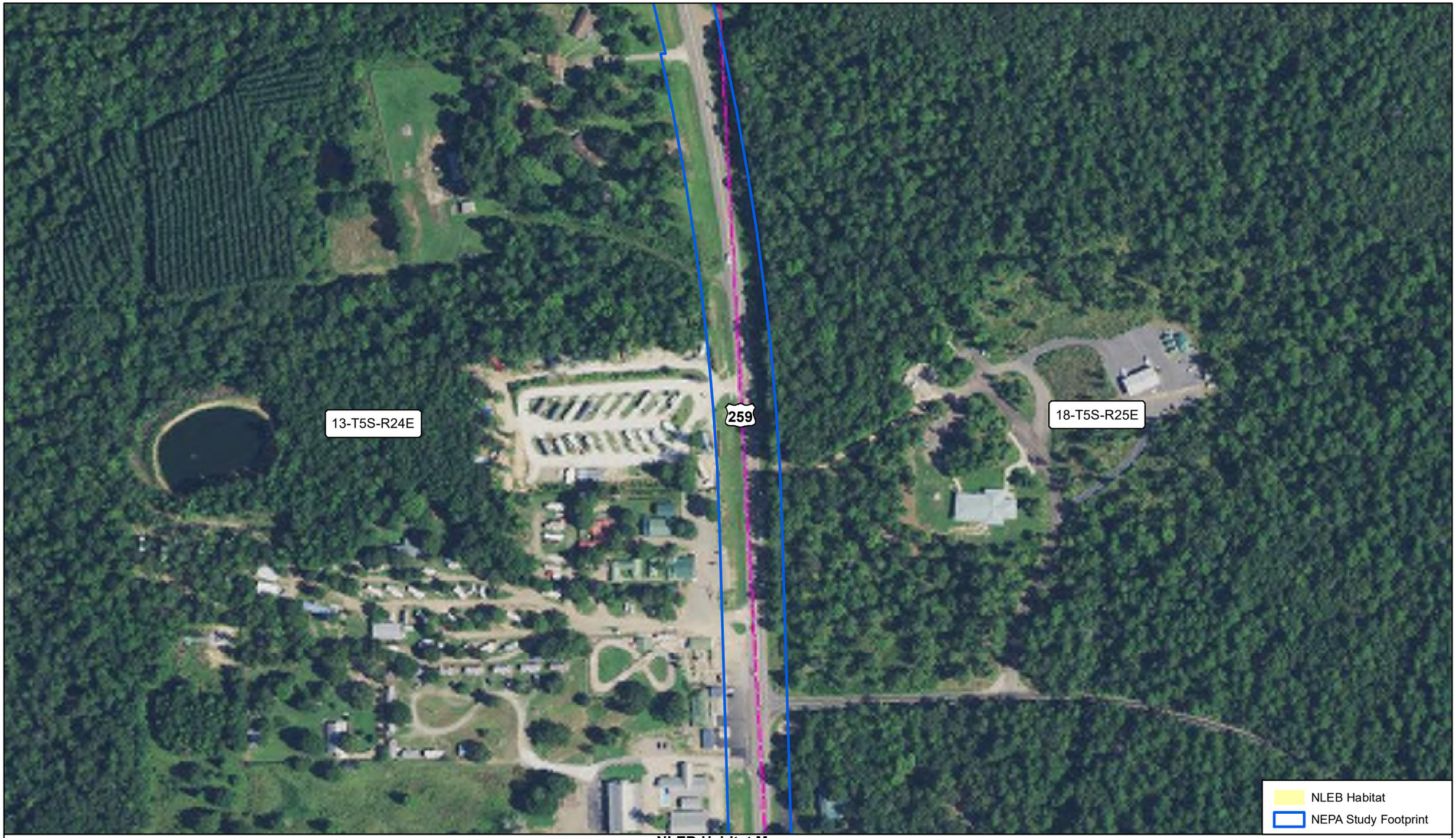

McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4c

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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13-T5S-R24E

259

18-T5S-R25E

NLEB Habitat

NEPA Study Footprint

NLEB Habitat Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 4d

N

W E

S

0 100 200 400

Feet

OKLAHOMA Transportation

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McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4e

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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POST OAK RD

12-T5S-R24E

259

7-T5S-R25E

NLEB Habitat

NEPA Study Footprint

McCurtain County

NLEB Habitat Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 4f

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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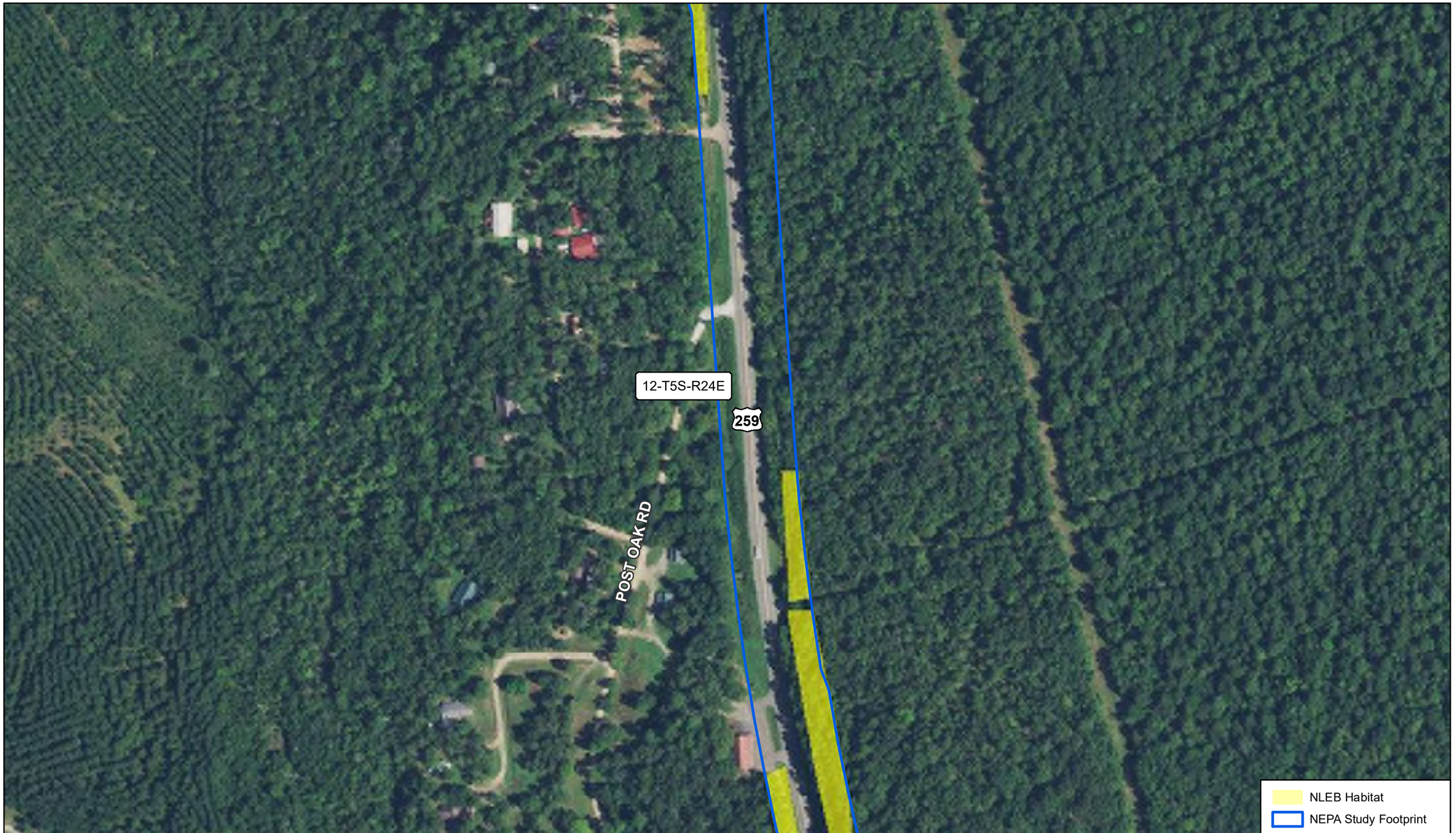

McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4g

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4h

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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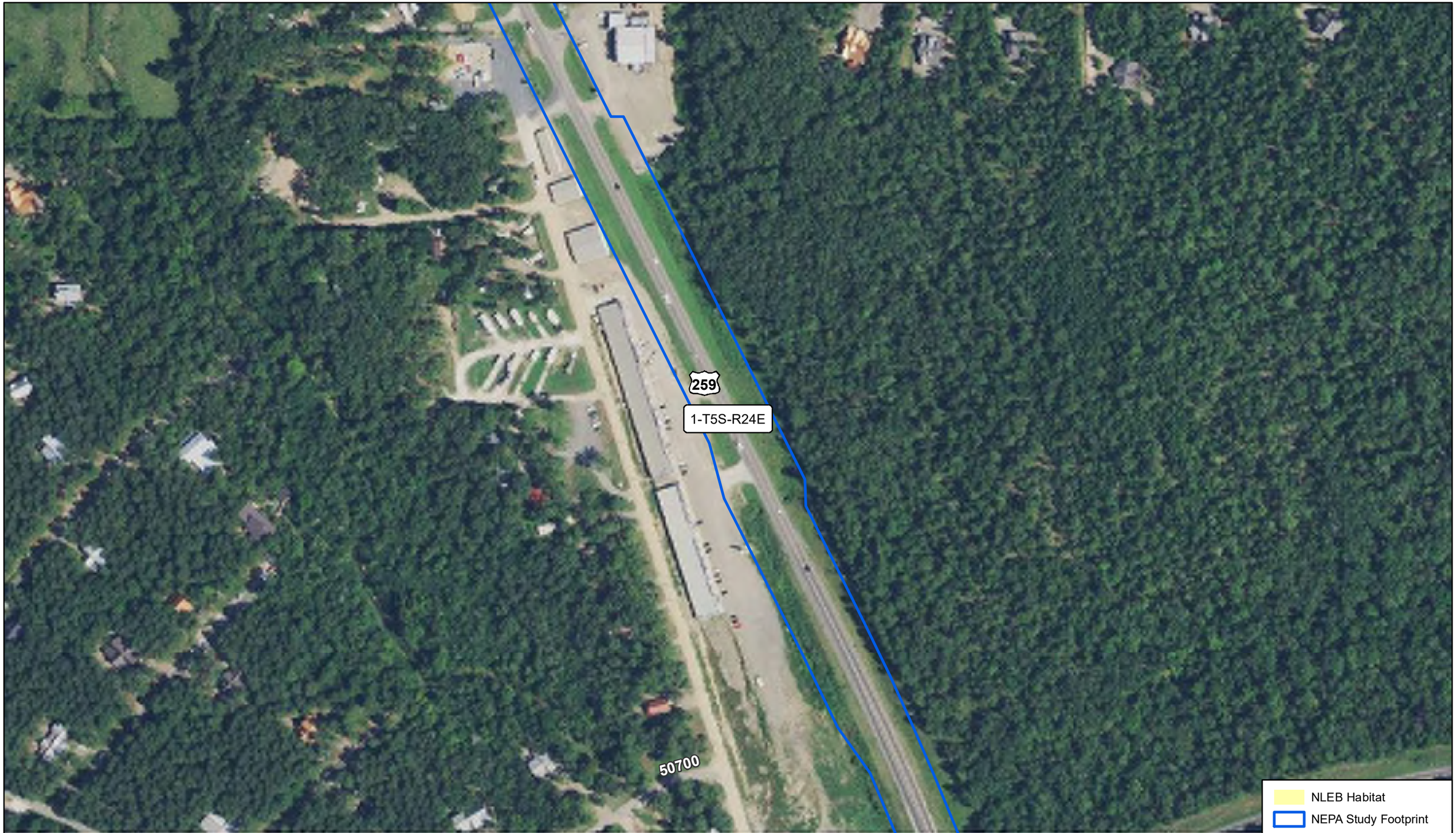

McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4i

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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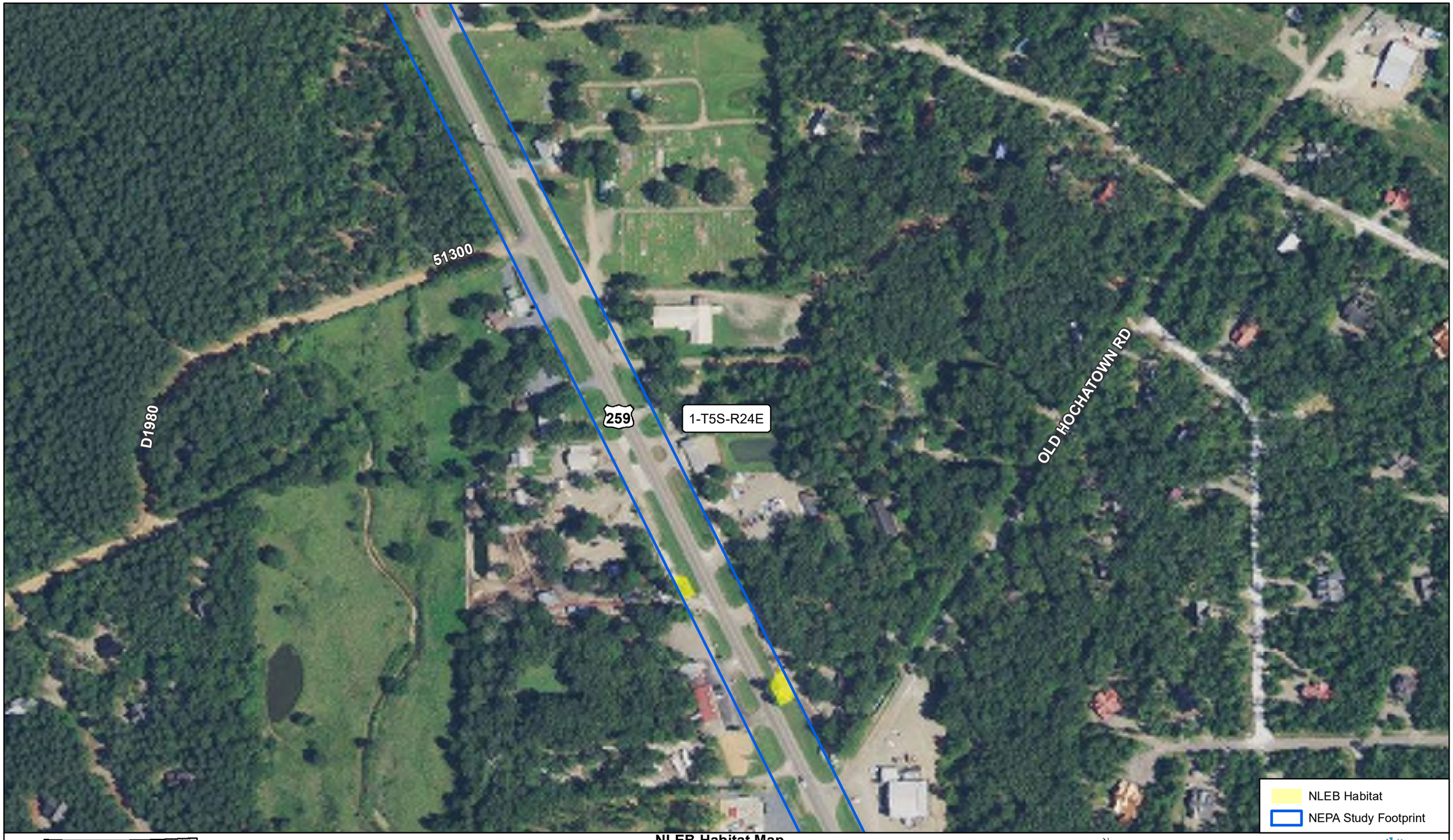

McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4j

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\4_NLEB.mxd

35-T4S-R24E

36-T4S-R24E

259

2-T5S-R24E

1-T5S-R24E

NLEB Habitat

NEPA Study Footprint

NLEB Habitat Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 4k

N

W E

S

0 100 200 400

Feet

OKLAHOMA Transportation

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McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4l

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\4_NLEB.mxd

McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4m

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4n

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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27-T4S-R24E

259

26-T4S-R24E

NLEB Habitat

NEPA Study Footprint

McCurtain County

NLEB Habitat Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 4o

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4p

N W E S
0 100 200 400
Feet

OKLAHOMA Transportation

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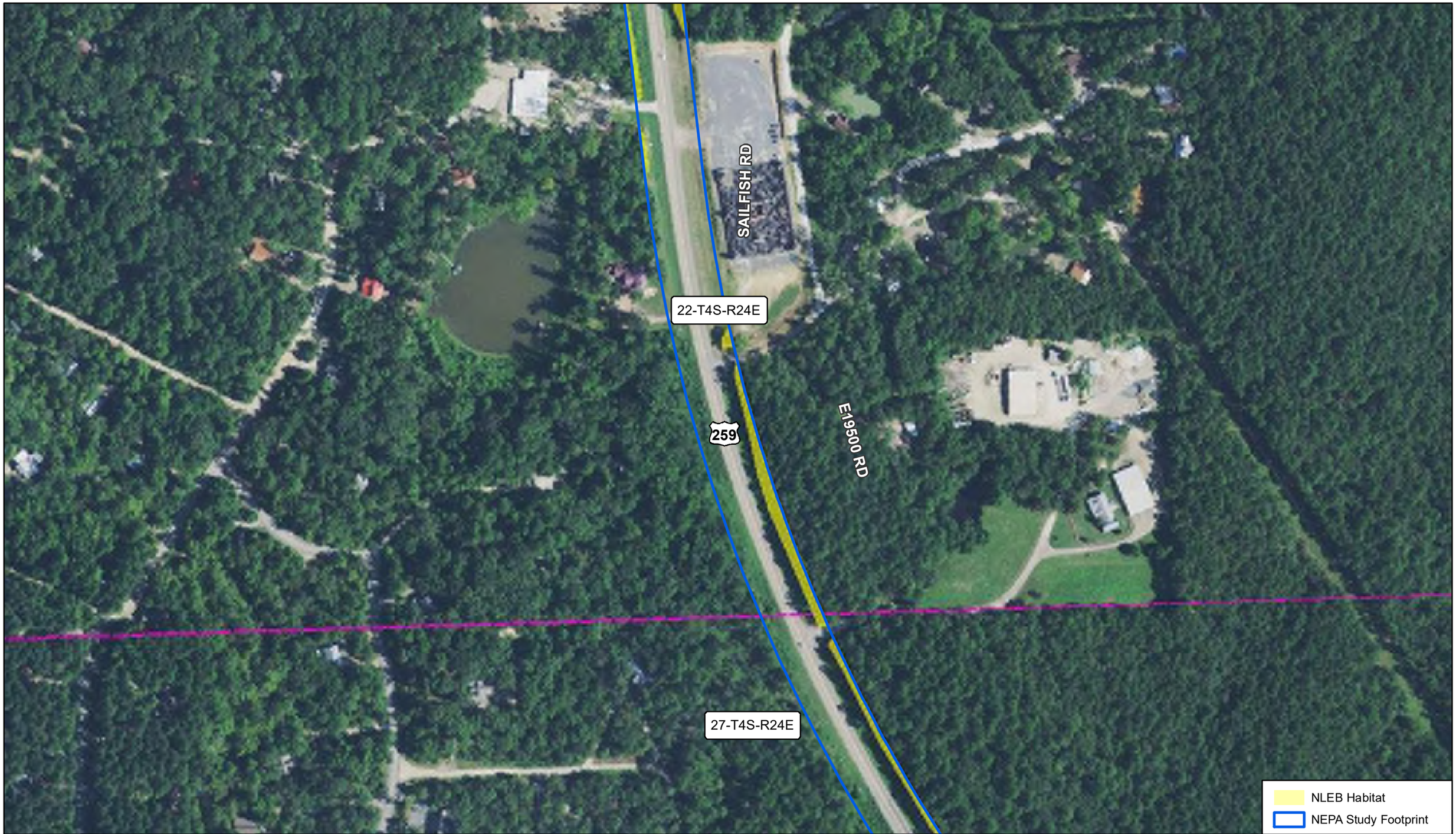

McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4q

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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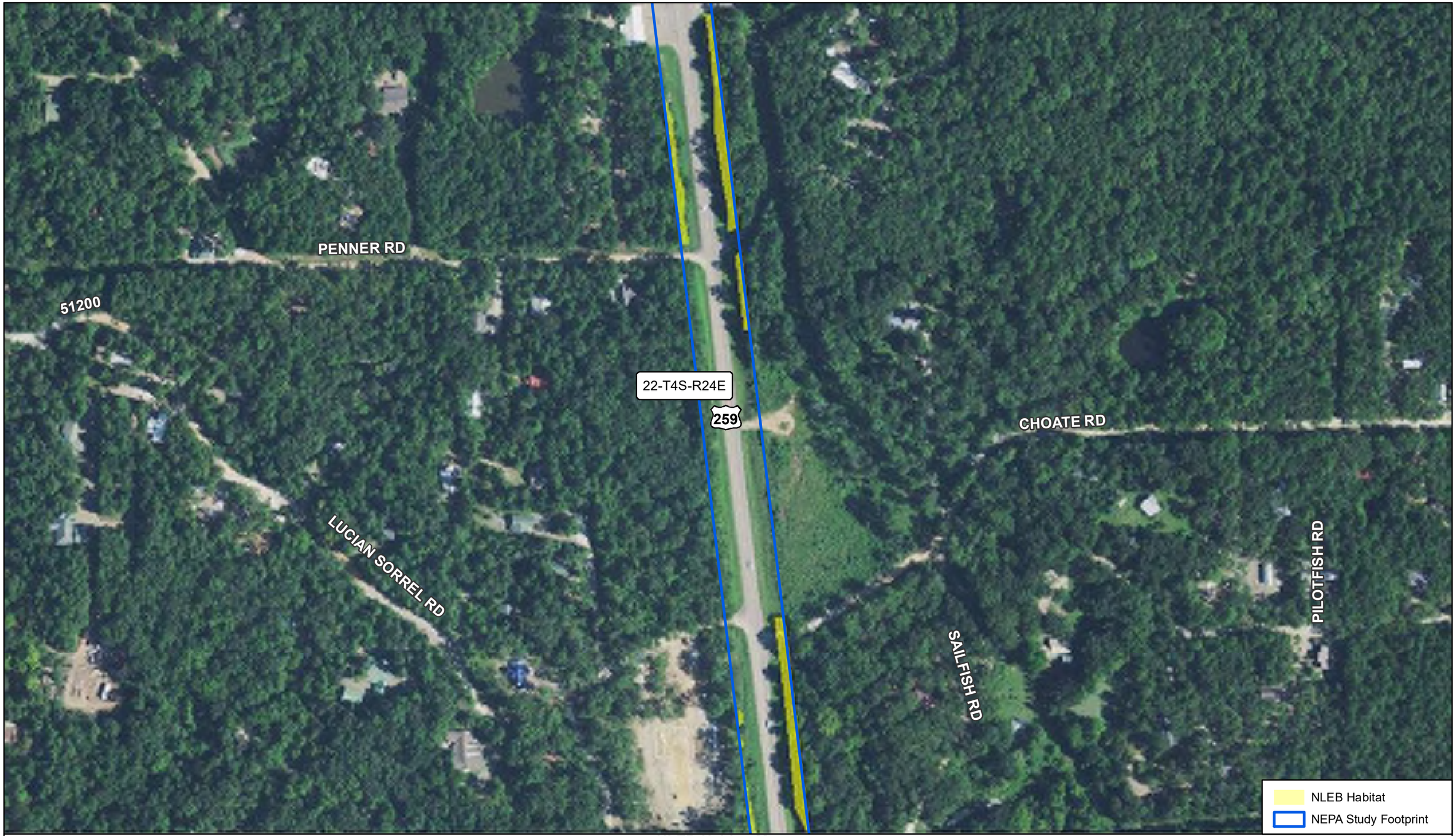

McCurtain County

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4r

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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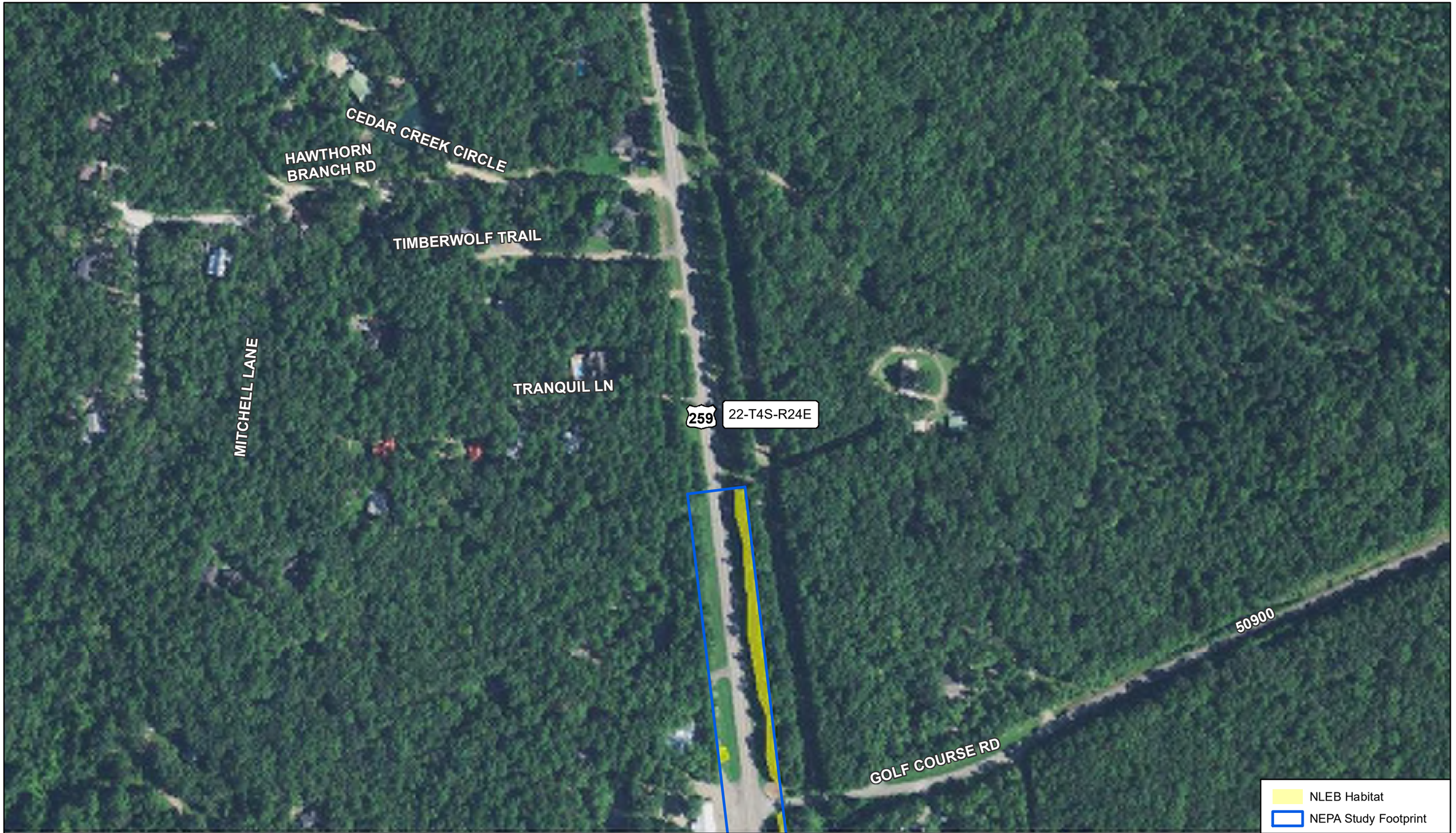

NLEB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4s

OKLAHOMA Transportation

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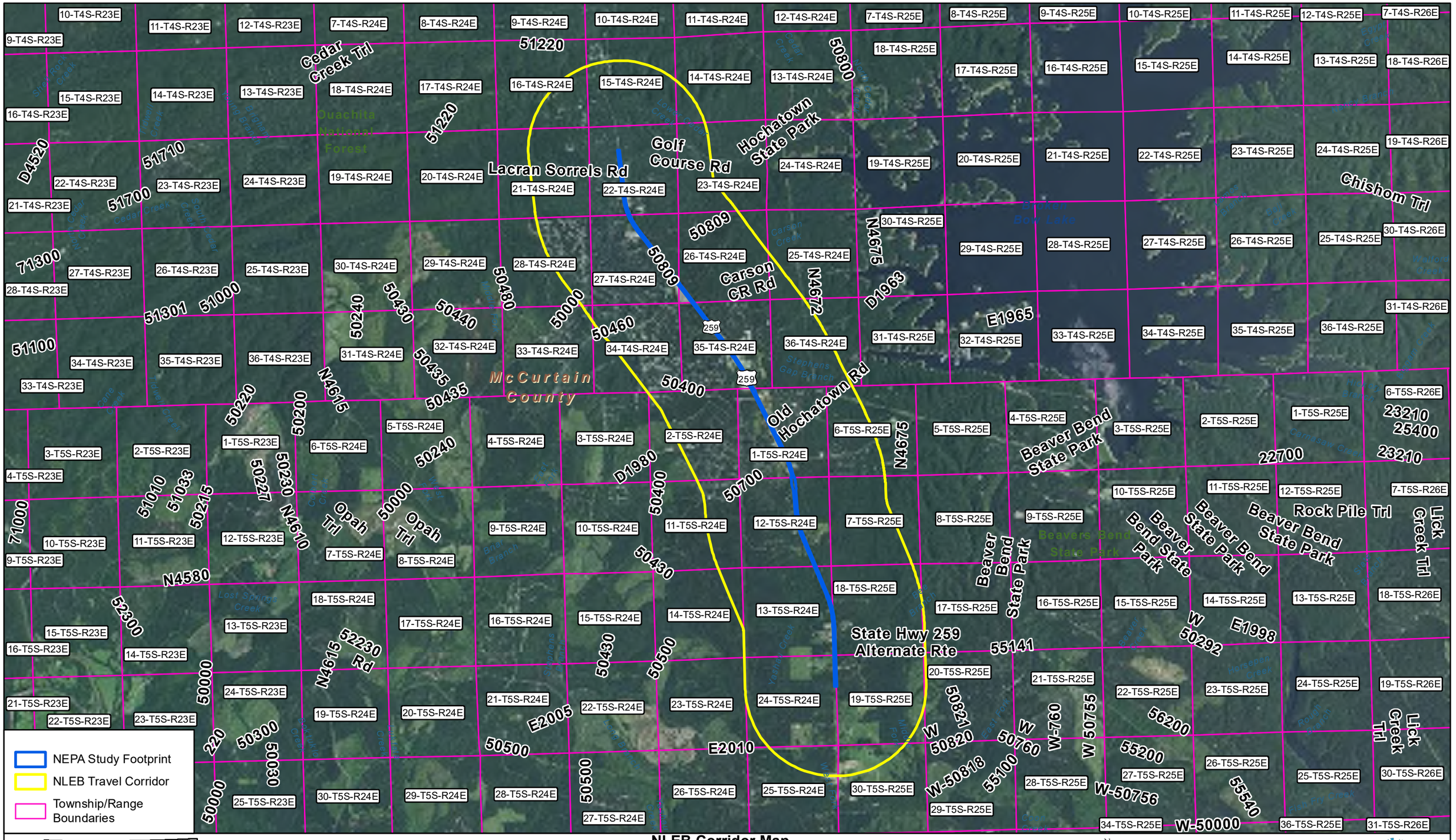

NLEB Corridor Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 5

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\5_Bat_Corridor_11x17.mxd

McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5a

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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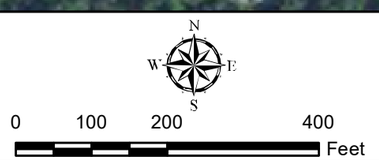
ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5b



OKLAHOMA Transportation

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McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5c

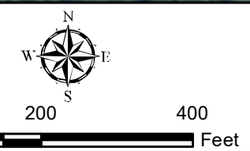
N W E S

0 100 200 400 Feet

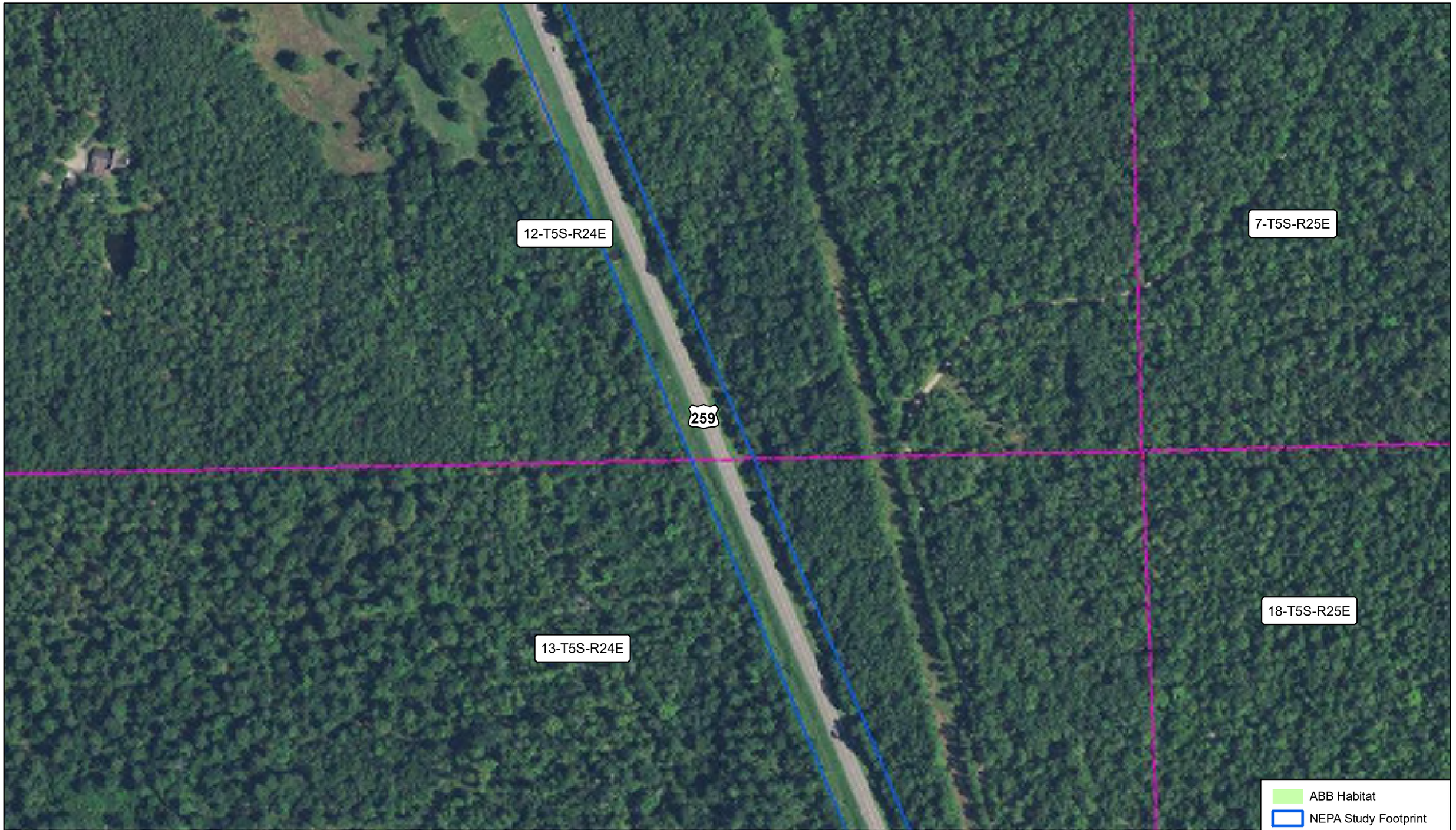
OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\6_ABB_Habitat.mxd

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5d



OKLAHOMA Transportation



McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5e

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

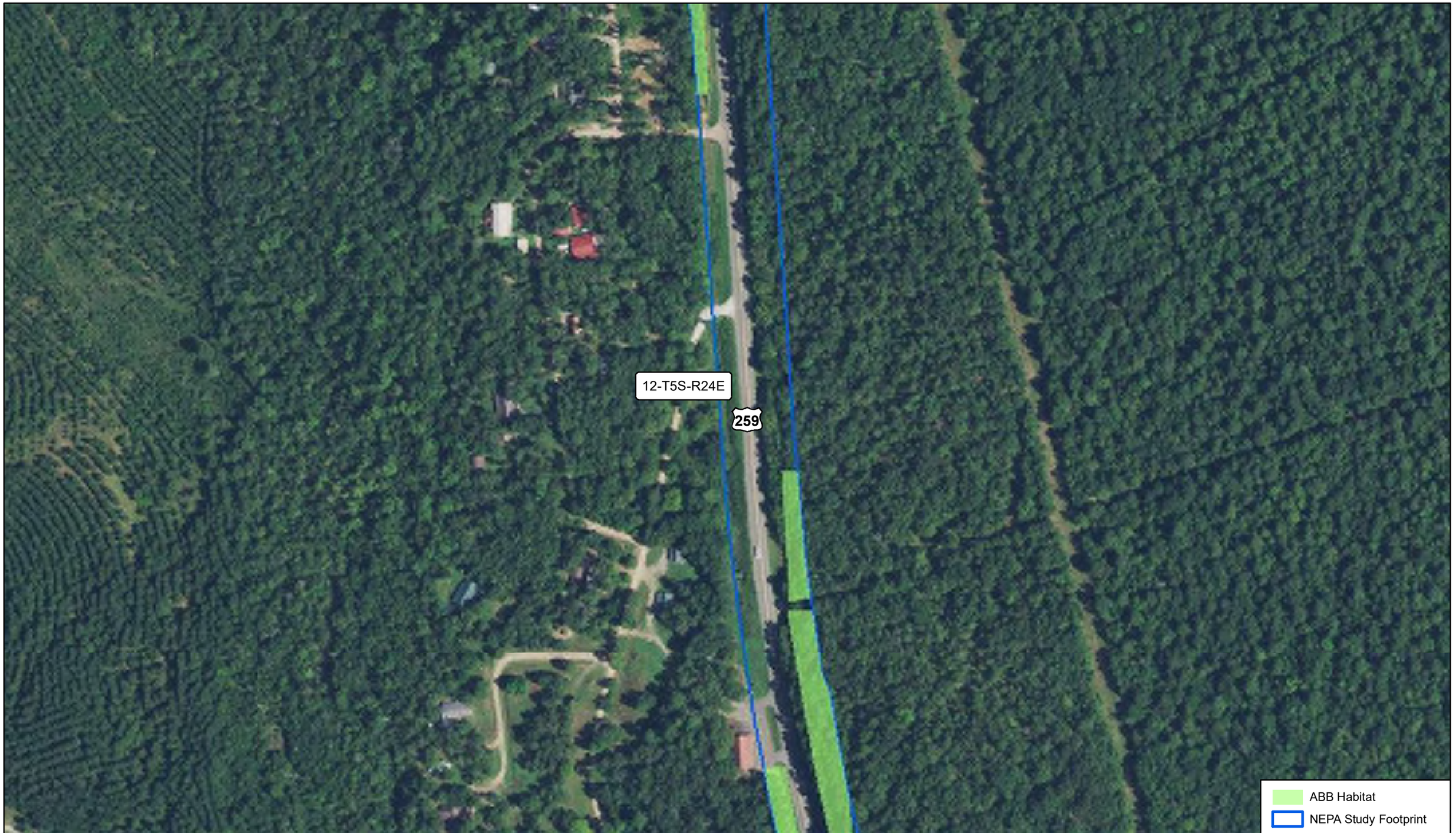
ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5f

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\6_ABB_Habitat.mxd



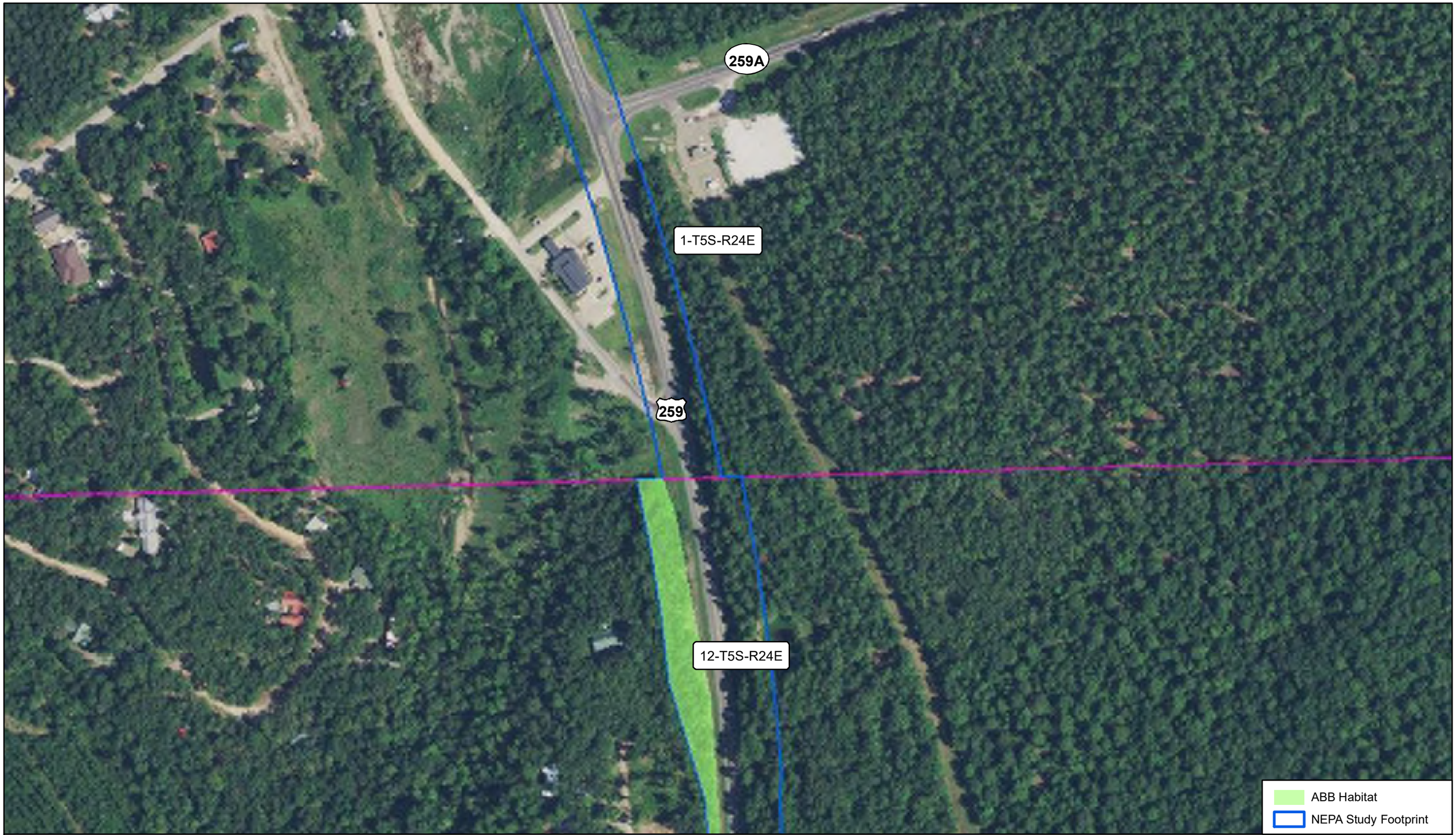
McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5g

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\6_ABB_Habitat.mxd



McCurtain County

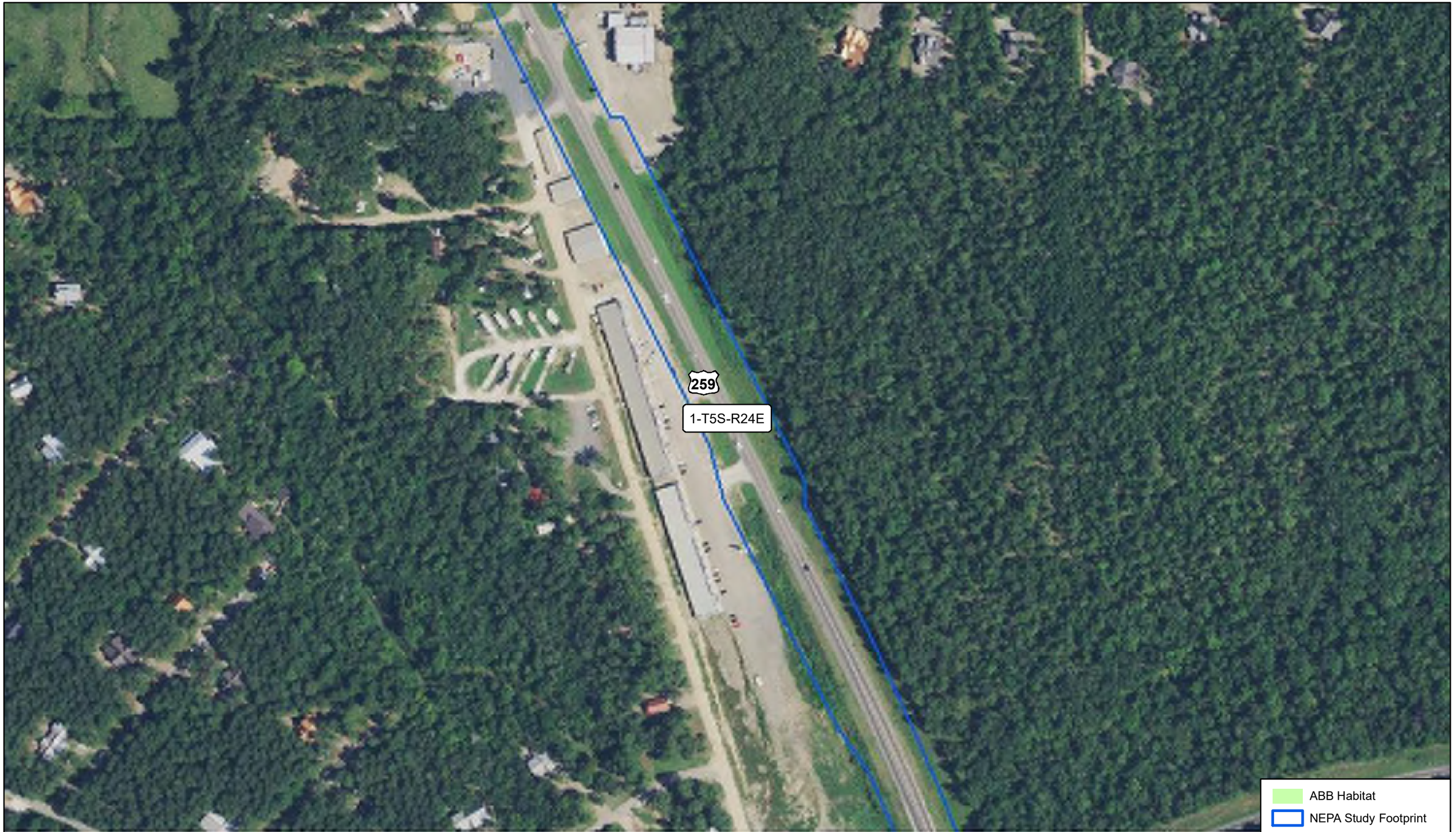
ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5h

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\6_ABB_Habitat.mxd



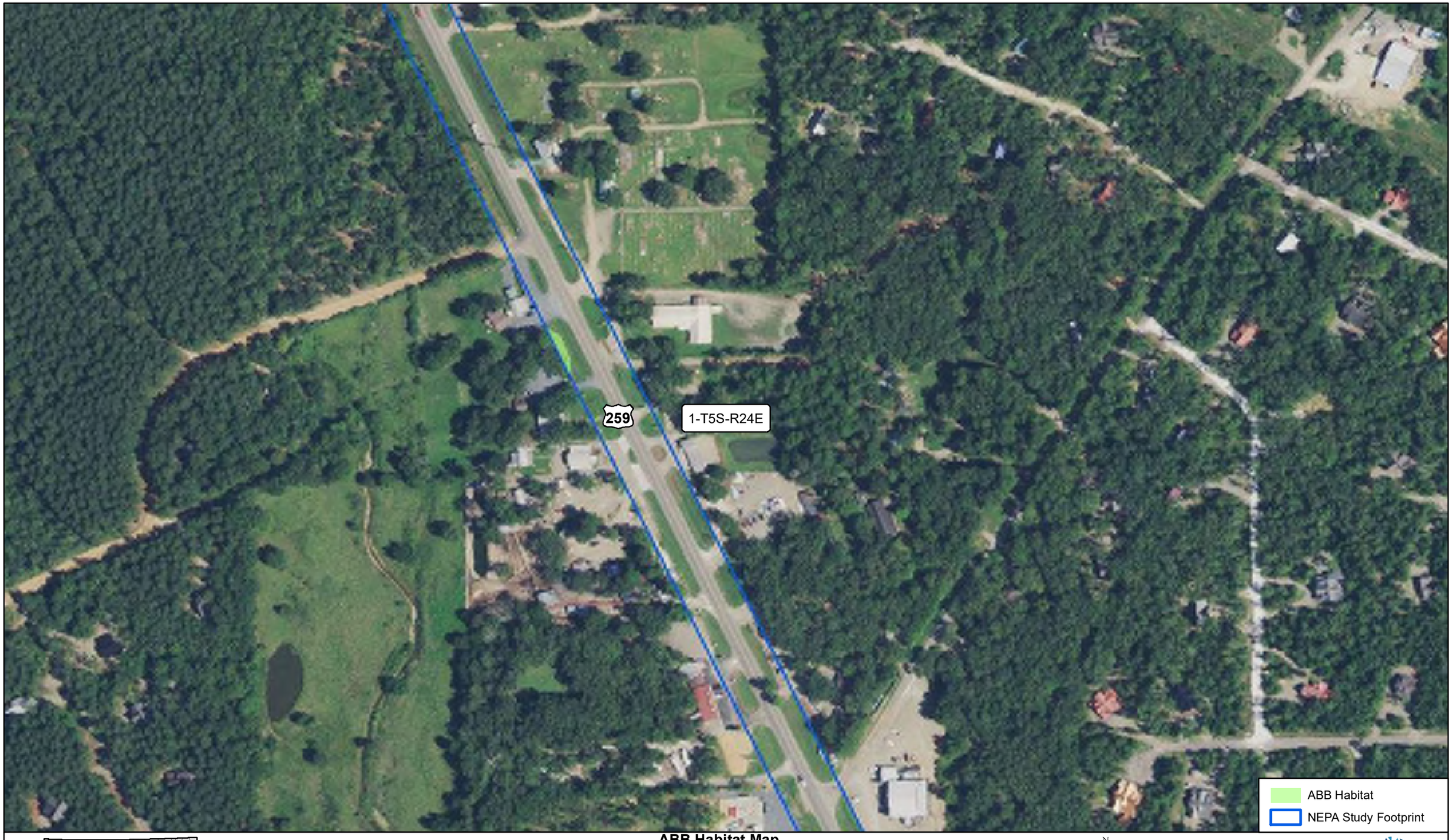
McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5i

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\6_ABB_Habitat.mxd



McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5j

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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35-T4S-R24E

36-T4S-R24E

259

2-T5S-R24E

1-T5S-R24E

ABB Habitat

NEPA Study Footprint

McCurtain County

ABB Habitat Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 5k

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5l

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\6_ABB_Habitat.mxd

35-T4S-R24E

259

ABB Habitat

NEPA Study Footprint

McCurtain County

ABB Habitat Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 5m

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5n

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\6_ABB_Habitat.mxd

27-T4S-R24E

259

26-T4S-R24E

ABB Habitat

NEPA Study Footprint

McCurtain County

ABB Habitat Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 5o

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\6_ABB_Habitat.mxd

McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5p

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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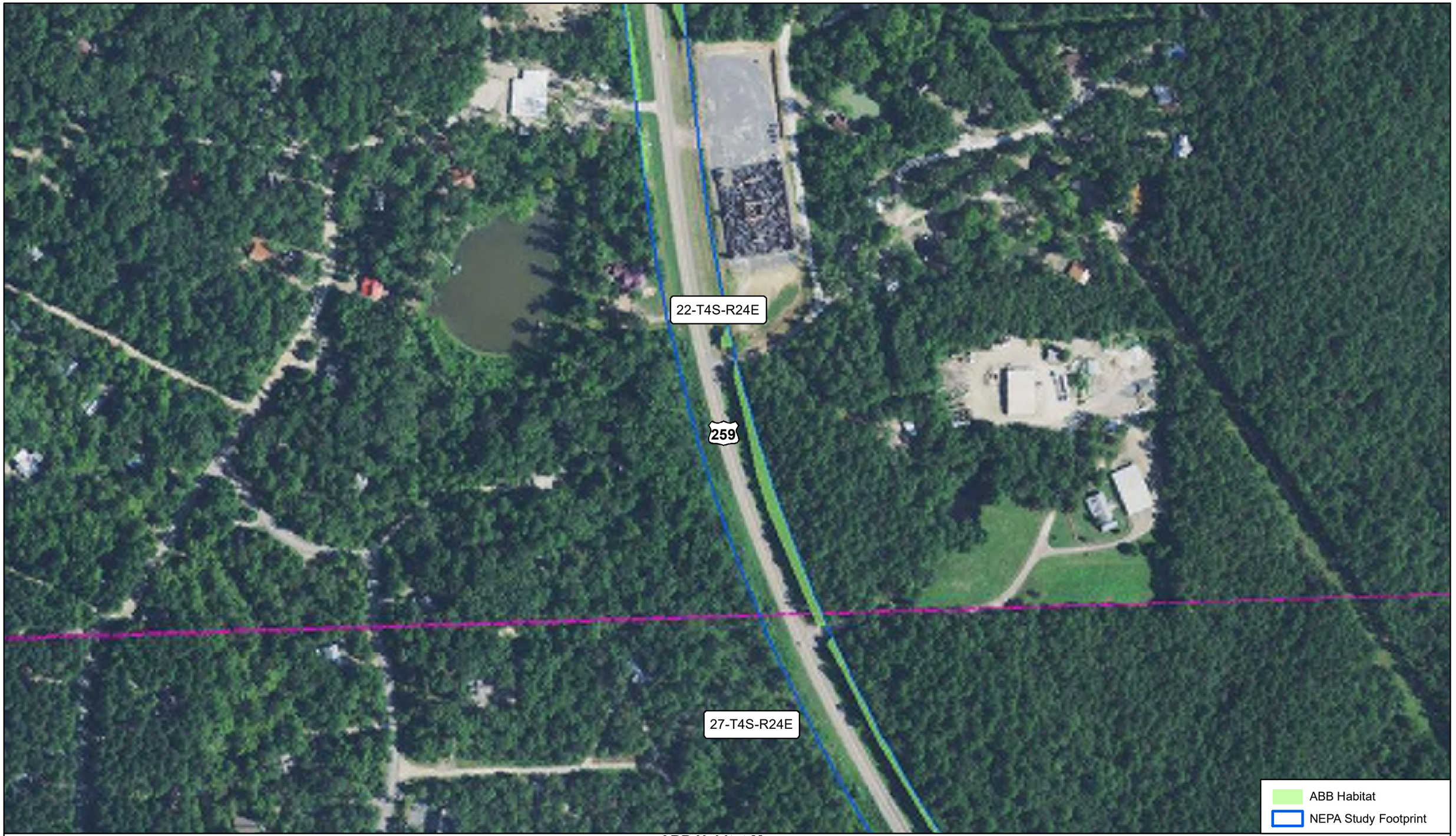

McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5q

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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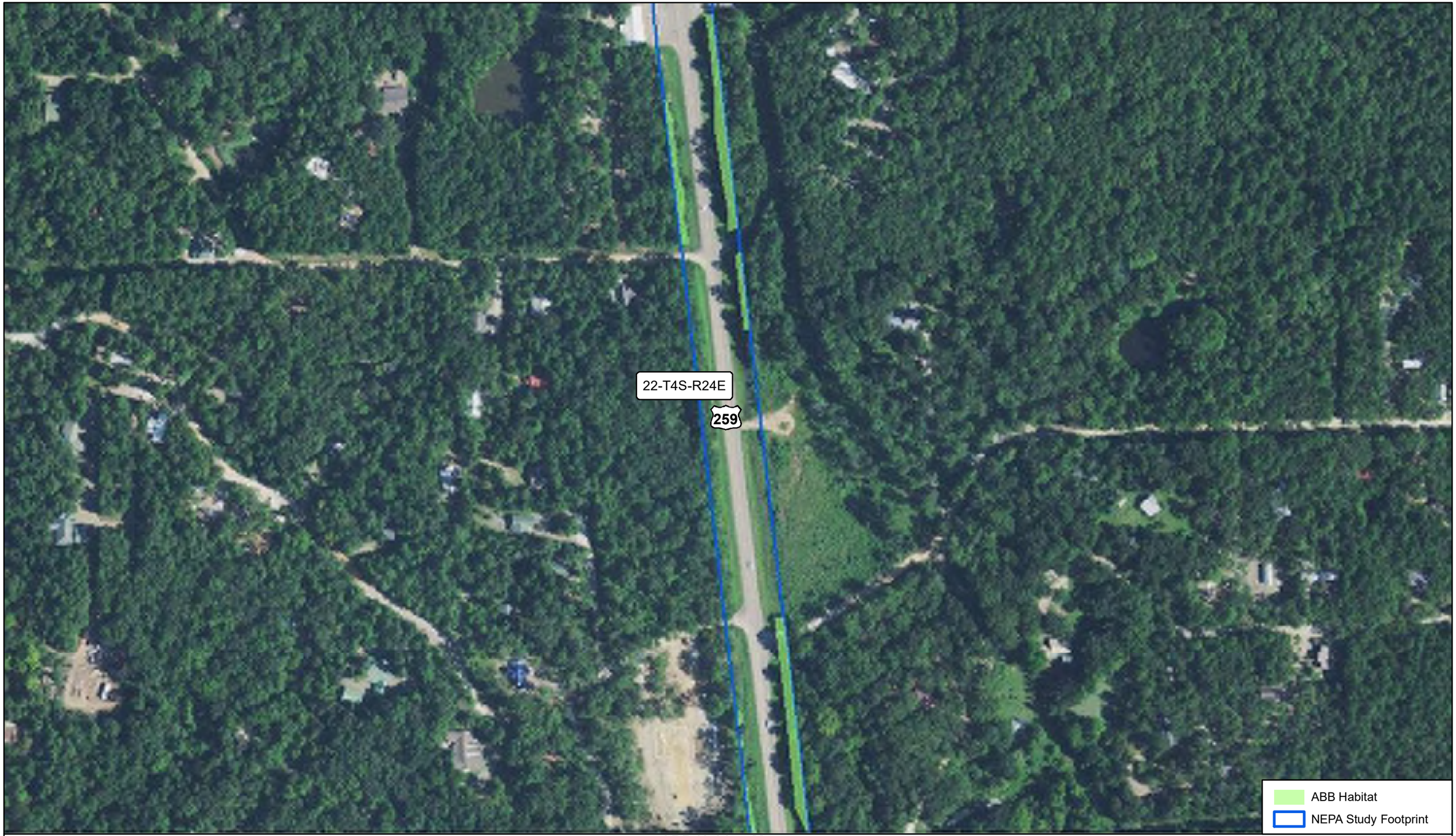

McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5r

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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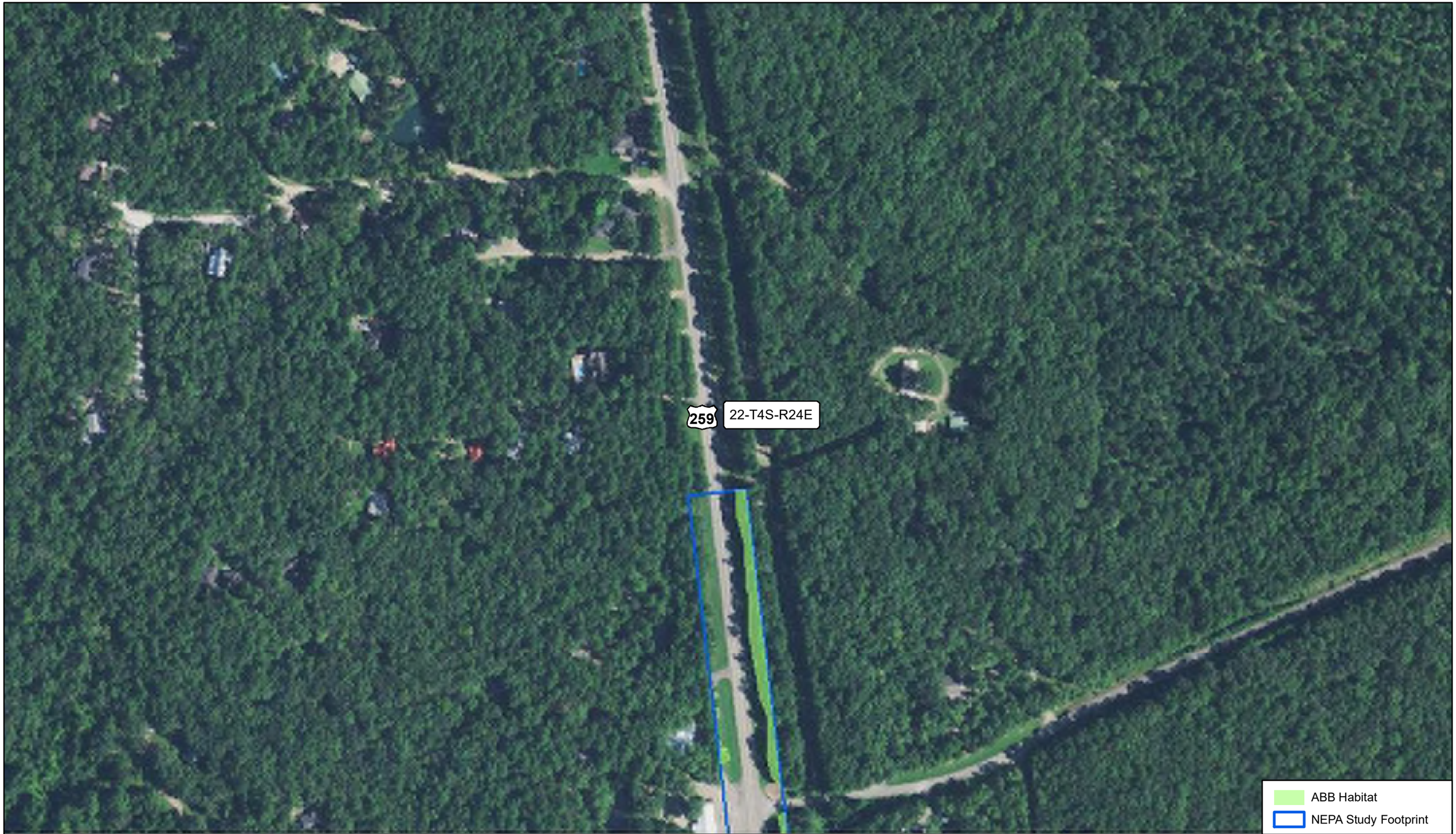

McCurtain County

ABB Habitat Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5s

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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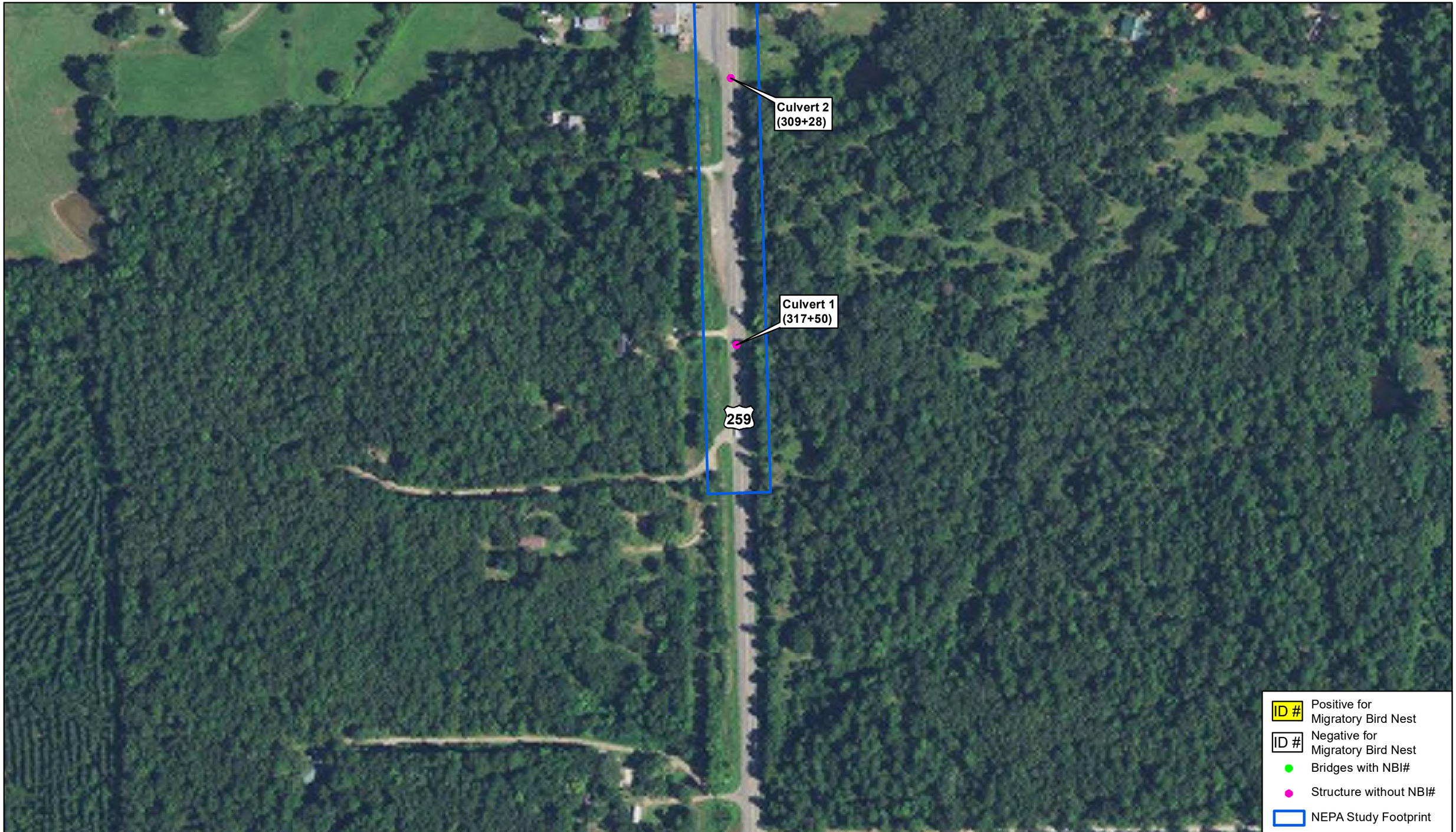
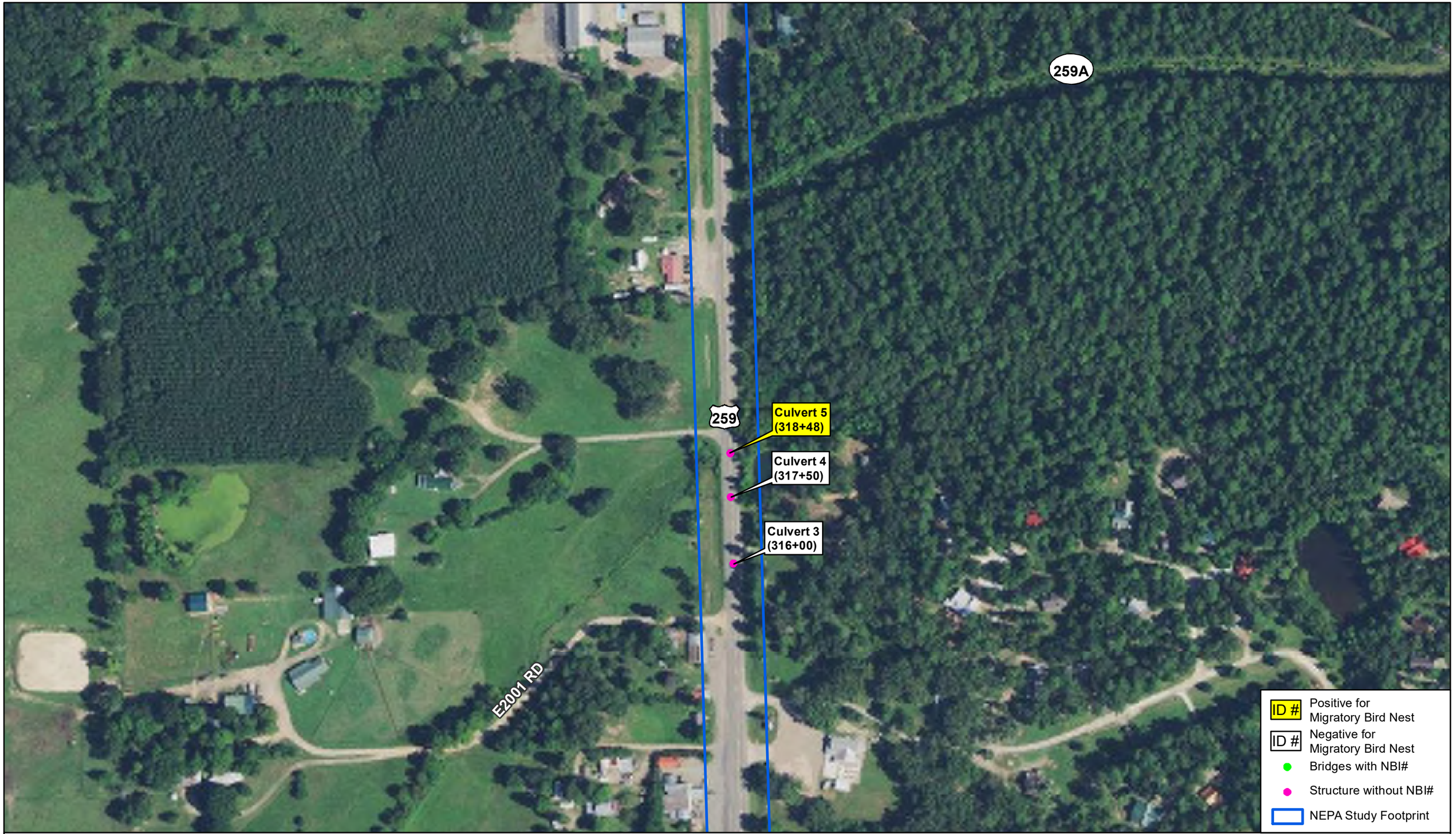


Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7a

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd



McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7b

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd

McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7c

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain
County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7d

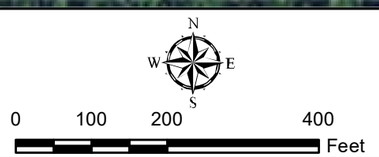
N
W E
S

0 100 200 400
Feet

OKLAHOMA
Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7e



OKLAHOMA Transportation

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POST OAK RD

259

Culvert 13
(385+50)

ID # Positive for Migratory Bird Nest

ID # Negative for Migratory Bird Nest

Bridges with NBI#

Structure without NBI#

NEPA Study Footprint

McCurtain County

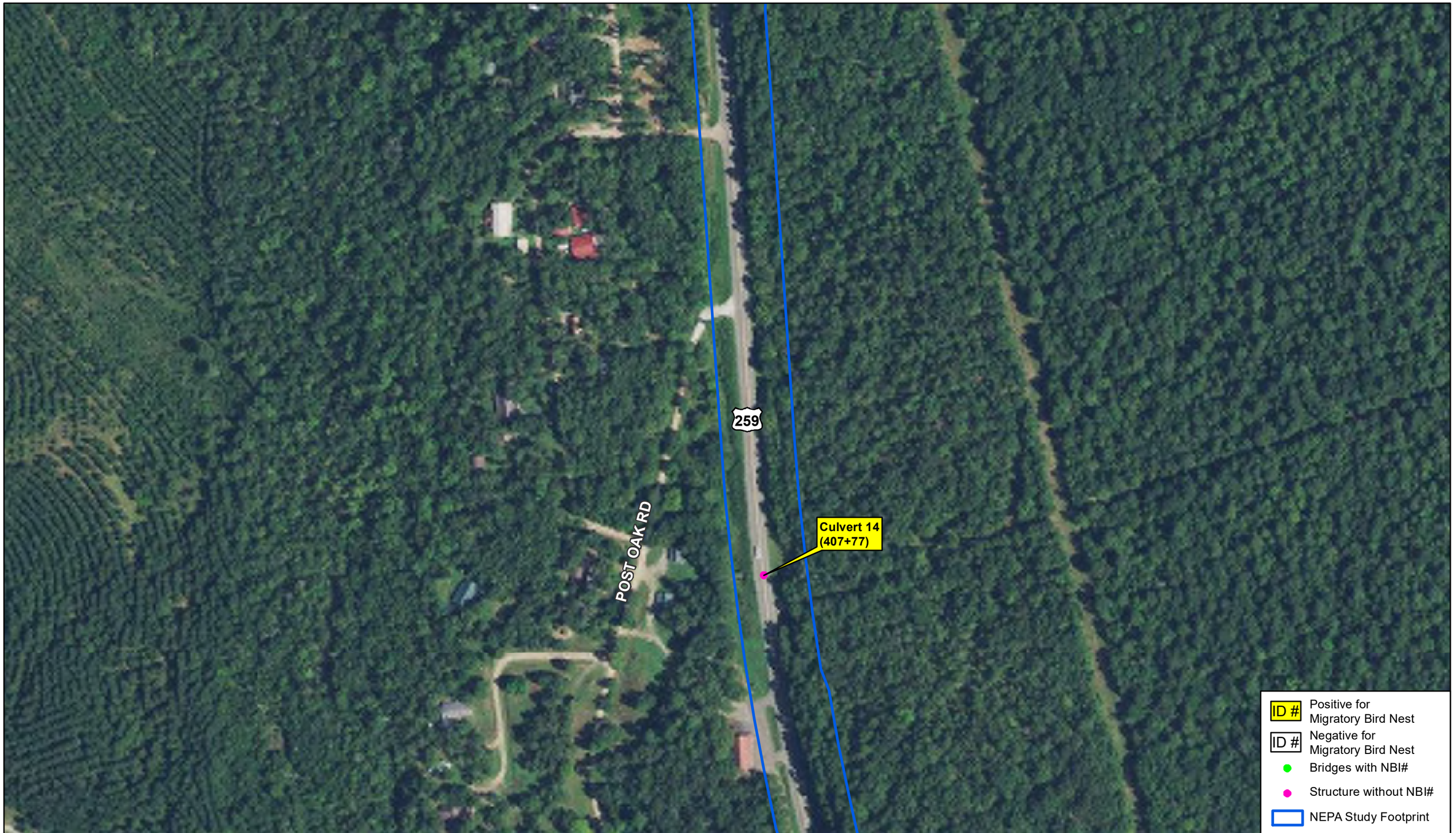
Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7f

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd



McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7g

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd

Culvert 17
(437+90)

259A

Culvert 16
(434+57)

50700

259

Culvert 15
(426+68)

WOODLAND CIR

ID # Positive for Migratory Bird Nest

ID # Negative for Migratory Bird Nest

Bridges with NBI#

Structure without NBI#

NEPA Study Footprint

McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7h

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7i

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7j

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7k

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7l

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7m

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd

Culvert 22
(555+66)

259

CARSON CREEK RD

EBB TIDE RD

N4656

JETTY LN

Culvert 21
(541+81)

E1961 RD

ID # Positive for Migratory Bird Nest

ID # Negative for Migratory Bird Nest

Bridges with NBI#

Structure without NBI#

NEPA Study Footprint

McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7n

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd

McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7o

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd

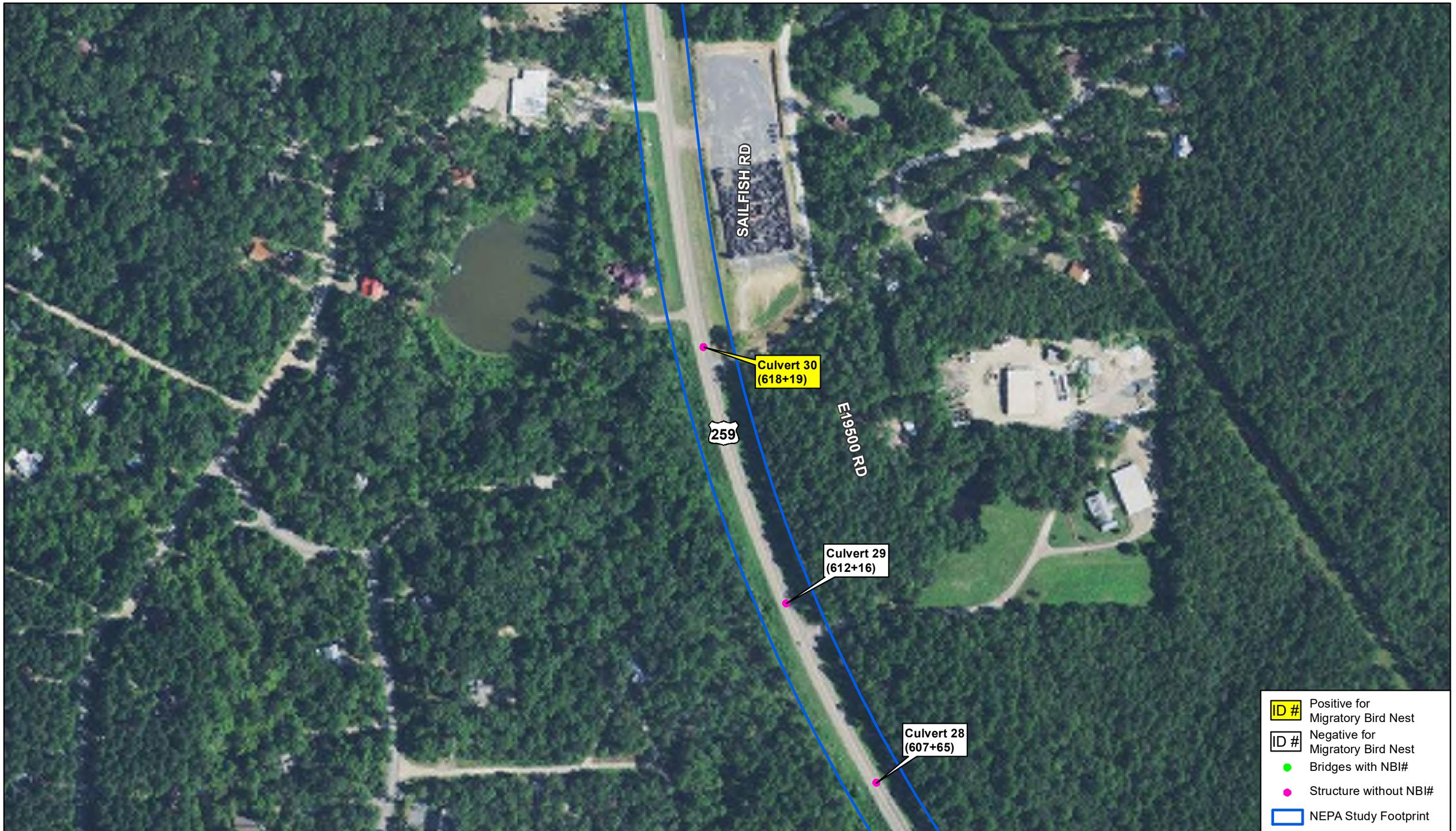
McCurtain County

Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7p

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd



Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7q

OKLAHOMA Transportation

PENNER RD

51200

259

CHOATE RD

LUCIAN SORREL RD

SAILFISH RD

PILOTFISH RD

Culvert 31
(626+93)

ID # Positive for Migratory Bird Nest

ID # Negative for Migratory Bird Nest

Bridges with NBI#

Structure without NBI#

NEPA Study Footprint

McCurtain County

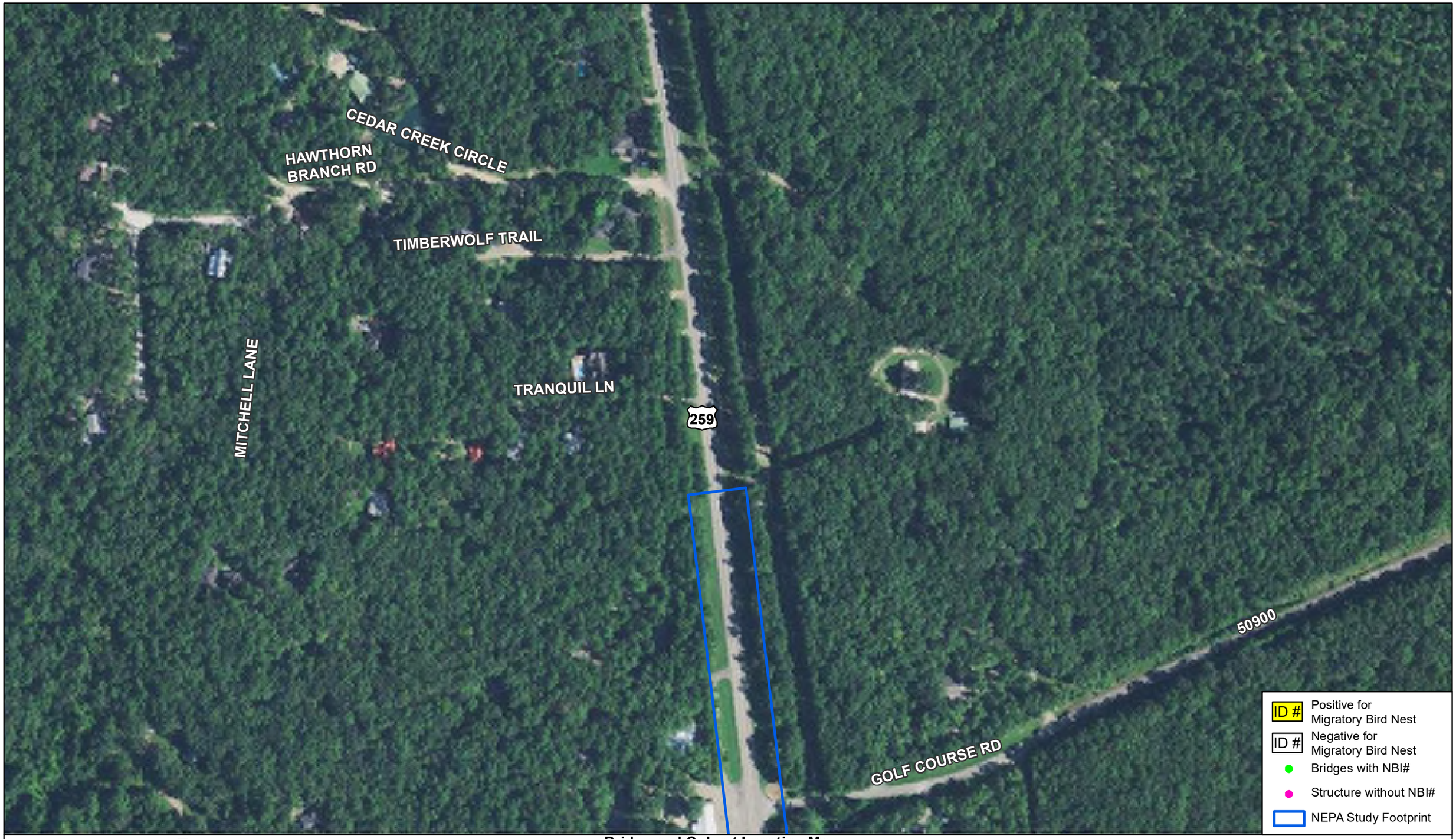
Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7r

N
W E
S

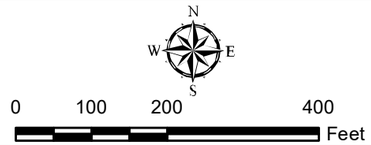
0 100 200 400
Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd



Bridge and Culvert Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 7s



OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\7_Bridges_11x17.mxd

McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8a

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

259A

259

Photo 6

Photo 5

Photo 4

E2001 RD

Photo 1

Photo Location

NEPA Study Footprint

McCurtain County

Photograph Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 8b

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

Photo 7

259

Photo Location

NEPA Study Footprint

McCurtain County

Photograph Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 8c

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

Photo 10

Photo 9

259

Photo 8

Photo Location

NEPA Study Footprint

McCurtain County

Photograph Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 8d

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

Photo 12

259

Photo 11

Photo 10

Photo Location

NEPA Study Footprint

McCurtain County

Photograph Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 8e

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

POST OAK RD

259

Photo 13

Photo 14

Photo Location

NEPA Study Footprint

McCurtain County

Photograph Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

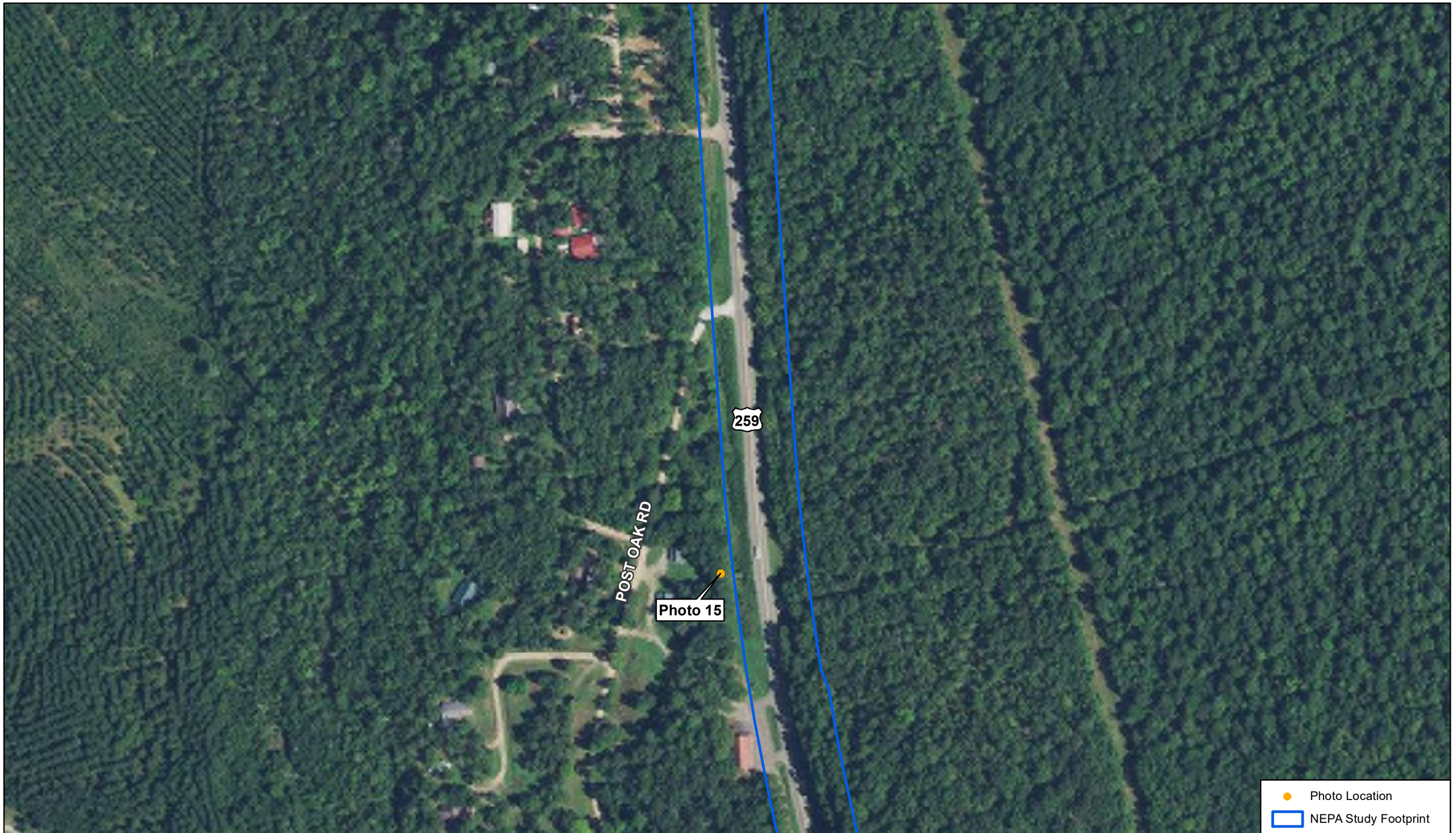
Figure 8f

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd



McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8g

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

McCurtain County

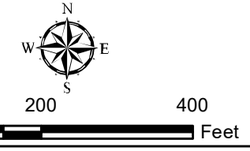
Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8h

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8i



OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

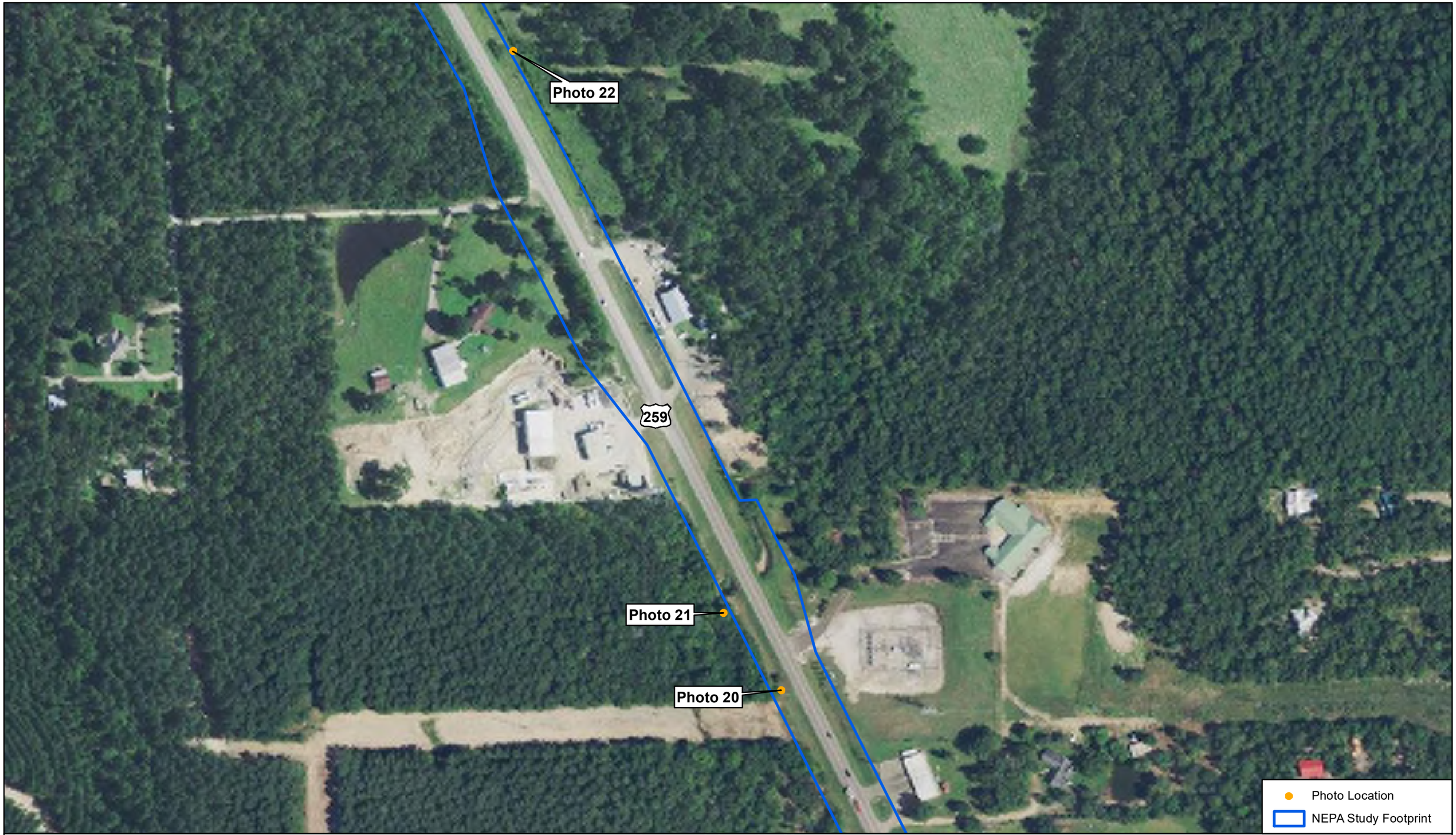
McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8j

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd



McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8k

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8I

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8m

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

Photo 24

259

CARSON CREEK RD

EBB TIDE RD

N4656 RD

JETTY LN

Photo 23

E1961 RD

Photo Location

NEPA Study Footprint

McCurtain County

Photograph Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

Figure 8n

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8o

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

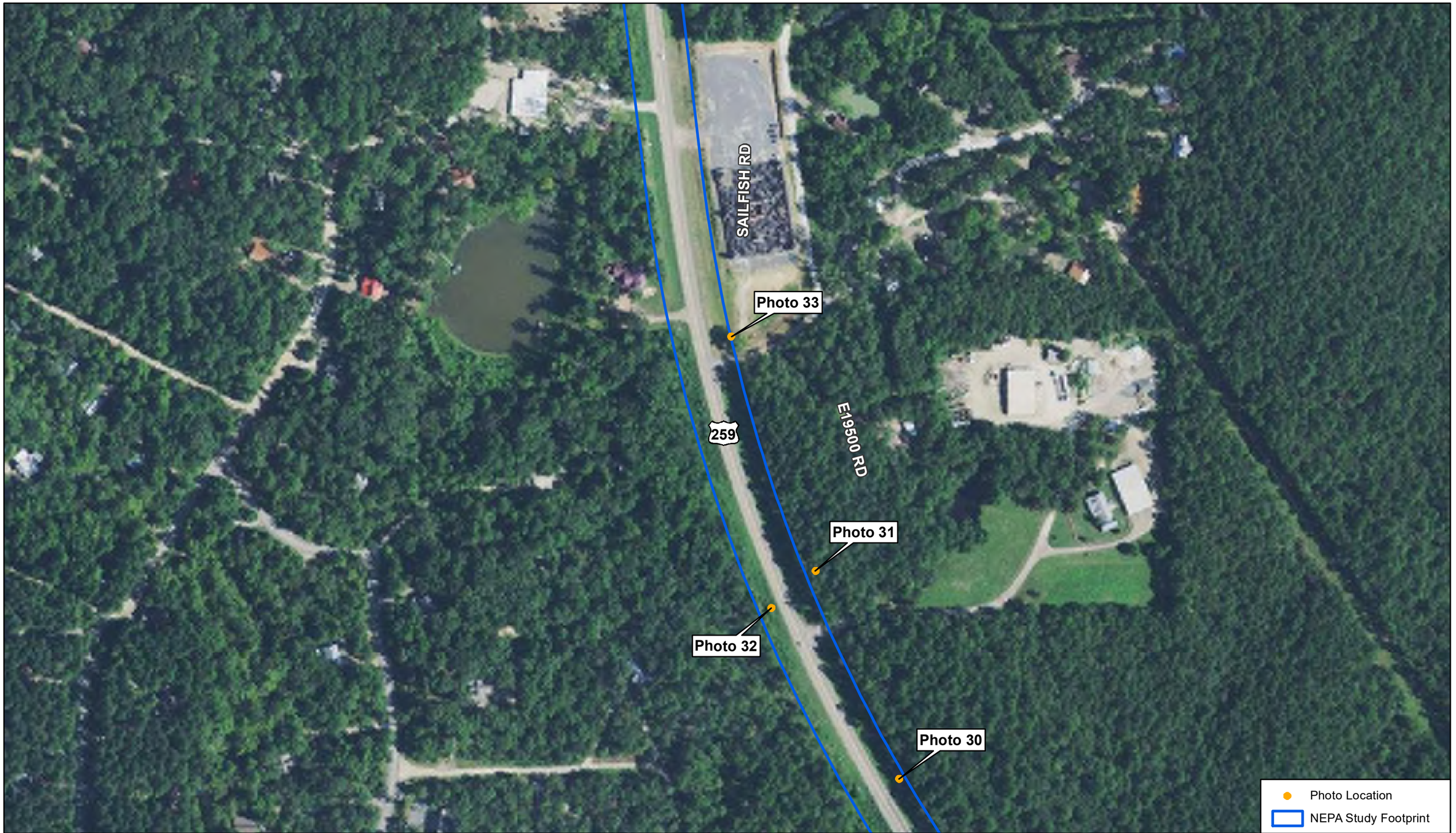
McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8p

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd



McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8q

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

PENNER RD

51200

259

CHOATE RD

LUCIAN SORREL RD

SAILFISH RD

PILOTFISH RD

Photo 34

Photo Location

NEPA Study Footprint

McCurtain County

Photograph Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM

US-259 from 6.25 Miles North of SH-3 Junction

Extending North 6 Miles Project in McCurtain County

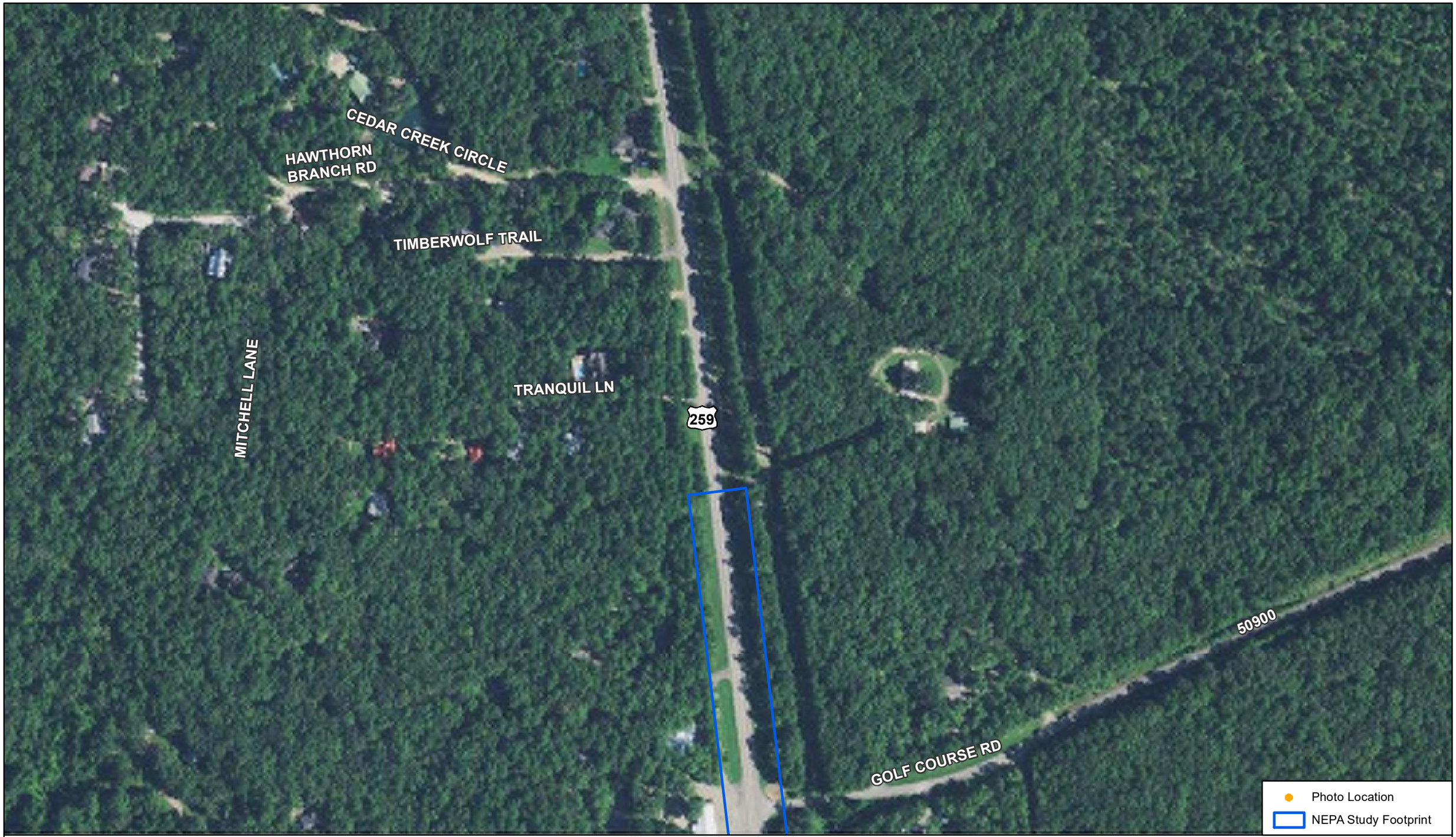
Figure 8r

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd



McCurtain County

Photograph Location Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 8s

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Bio_Assessment_Report\8_Photos_11x17.mxd

Photo Point 1. Typical maintained right-of-way adjacent to US-259, facing north.

Photo Point 4. Reinforced concrete pipe culvert (Culvert 3) in the study area. No bird nests were observed.

Photo Point 2. Reinforced concrete box culvert (Culvert 1) in the study area. No bird nests were observed.

Photo Point 5. Reinforced concrete pipe culvert (Culvert 4) in the study area. No bird nests were observed.

Photo Point 3. Reinforced concrete box culvert (Culvert 2) in the study area. No bird nests were observed.

Photo Point 6. Reinforced concrete box culvert (Culvert 5) and Stream 1 in the study area. Both swallow and eastern phoebe nests were observed.

Photo Point 7. Reinforced concrete pipe culvert (Culvert 6) in the study area. No bird nests were observed.

Photo Point 10. Reinforced concrete pipe culvert (Culvert 9) in the study area. No bird nests were observed.

Photo Point 8. Reinforced concrete box culvert (Culvert 7) and Stream 2 in the study area. No bird nests were observed.

Photo Point 11. Reinforced concrete pipe culvert (Culvert 10) in the study area. No bird nests were observed.

Photo Point 9. Reinforced concrete box culvert (Culvert 8) and Stream 3 in the study area. Eastern phoebe nests were observed.

Photo Point 12. Reinforced concrete box culvert (Culvert 11) and Stream 4 in the study area. No bird nests were observed.

Photo Point 13. Reinforced concrete box culvert (Culvert 12) and Stream 5 in the study area. Eastern phoebe nests were observed.

Photo Point 14. Reinforced concrete box culvert (Culvert 13) in the study area. No bird nests were observed.

Photo Point 15. Reinforced concrete box culvert (Culvert 14) and Stream 6 in the study area. Swallow nests were observed.

Photo Point 16. Reinforced concrete pipe culvert (Culvert 15) in the study area. No bird nests were observed.

Photo Point 17. Photo Point 16. Polymer pipe culvert (Culvert 16) in the study area. No bird nests were observed.

Photo Point 18. Reinforced concrete box culvert (Culvert 17) and Stream 7 in the study area. No bird nests were observed.

Photo Point 19. Reinforced concrete box culvert (Culvert 18) and Stream 8 in the study area. Swallow nests were observed.

Photo Point 22. Reinforced concrete box culvert (Culvert 20) and Stream 10 in the study area. No bird nests were observed.

Photo Point 20. Reinforced concrete pipe culvert (Culvert 19) in the study area. No bird nests were observed.

Photo Point 23. Reinforced concrete pipe culvert (Culvert 21) and Stream 11 in the study area. No bird nests were observed.

Photo Point 21. Reinforced concrete box culvert (Bridge 1, NBI 14031) and Stream 9 in the study area. Both swallow and eastern phoebe nests were observed.

Photo Point 24. Reinforced concrete pipe culvert (Culvert 22) in the study area. No bird nests were observed.

Photo 25. Reinforced concrete pipe culvert (Culvert 23) in the study area. No bird nests were observed.

Photo Point 28. Reinforced concrete pipe culvert (Culvert 26) in the study area. No bird nests were observed.

Photo Point 26. Reinforced concrete pipe culvert (Culvert 24) in the study area. No bird nests were observed.

Photo Point 29. Reinforced concrete box culvert (Culvert 27) and Stream 13 in the study area. No bird nests were observed.

Photo 27. Reinforced concrete box culvert (Culvert 25) and Stream 12 in the study area. No bird nests were observed.

Photo Point 30. Reinforced concrete pipe culvert (Culvert 28) in the study area. No bird nests were observed.

Photo 31. Reinforced concrete pipe culvert (Culvert 29) in the study area. No bird nests were observed.

Photo Point 32. View of the study area, facing south.

Photo Point 33. Reinforced concrete box culvert (Culvert 30) and Stream 14 in the study area. Eastern phoebe nests were observed.

Photo 34. Reinforced concrete box culvert (Culvert 31) and Stream 15 in the study area. No bird nests were observed.

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
NBI. 14031	34.156485, -94.753658	8	58

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss

- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other: 3-10'X5'X58' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Notes:

Bridge 1 is located at STA 483+36.31

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

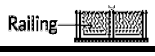
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Vertical surfaces on concrete I-beams	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

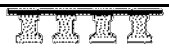
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.113332, -94.739363	**Structure Height (approximate)** 8	**Structure Length** 60

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Pre-stressed Girder 
- ○ Flat Slab/Box
- ○ Steel I-beam
- ○ Truss
- ○ Covered
- ○ Parallel Box Beam
- ○ Other: 2-9'X6'X60' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Culvert 5 is located at STA 318.46

Crossings Traversed (check all that apply)

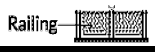
☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present: No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present: no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present: no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Vertical surfaces on concrete I-beams	☐ Not present: no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ All guiderails	☐ Not present: no evidence found	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

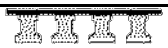
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.1194023, -94.7394589	**Structure Height (approximate)** 4	**Structure Length** 64

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder 
- ○ Steel I-beam
- ○ Covered
- ○ Other: 48"X64' CGMP

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Notes:

Culvert 6 is located at STA 340+45

Crossings Traversed (check all that apply)

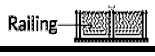
☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

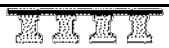
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.121709, -94.739961	**Structure Height (approximate)** 4	**Structure Length** 82

Structure Type (check one)

Bridge Construction Style

○ Cast-in-place		○ Pre-stressed Girder	
○ Flat Slab/Box		○ Steel I-beam	
○ Truss		○ Covered	
○ Parallel Box Beam		○ Other: 4'X4'X82' RCB	

Culvert Type

○ Box	
○ Pipe/Round	○
○ Other:	

Other Structure

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

○ Yes ○ No ○ Unknown

Notes:

Culvert 7 is located at STA 349+00

Crossings Traversed (check all that apply)

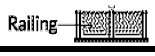
☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

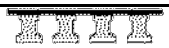
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.121709, -94.739961	**Structure Height (approximate)** 5	**Structure Length** 76

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder 
- ○ Steel I-beam
- ○ Covered
- ○ Other: 6'X5'X76' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Notes:

Culvert 8 is located at STA 362+61

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

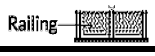
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

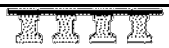
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.129241, -94.743339	**Structure Height (approximate)** 8	**Structure Length** 54

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Pre-stressed Girder 
- ○ Flat Slab/Box
- ○ Steel I-beam
- ○ Truss
- ○ Covered
- ○ Parallel Box Beam
- ○ Other: 2-8'X7'X54' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Culvert 12 is located at STA 378+27

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

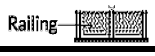
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Vertical surfaces on concrete I-beams	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

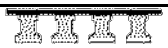
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.129241, -94.743339	**Structure Height (approximate)** 7	**Structure Length** 61

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder 
- ○ Steel I-beam
- ○ Covered
- ○ Other: 8'X7'X61' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Culvert 14 is located at STA 407+87

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

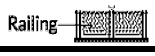
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present: No evidence found; relatively few imperfections, some small cracks are present but too small for bat roosting	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present: no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present: no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Vertical surfaces on concrete I-beams	☐ Not present: no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

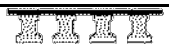
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.145158, -94.747427	**Structure Height (approximate)** 8	**Structure Length** 52

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Pre-stressed Girder 
- ○ Flat Slab/Box
- ○ Steel I-beam
- ○ Truss
- ○ Covered
- ○ Parallel Box Beam
- ○ Other: 10'X8'X52' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Culvert 17 is located at STA 437+97

Crossings Traversed (check all that apply)

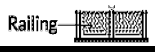
☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☐ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; Structure under construction.	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

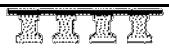
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.147305, -94.748514	**Structure Height (approximate)** 6	**Structure Length** 48

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder 
- ○ Steel I-beam
- ○ Covered
- ○ Other: 2-8'X6'X48' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Culvert 18 is located at STA 446+47

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

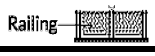
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present: No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present: no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present: no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Vertical surfaces on concrete I-beams	☐ Not present: no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

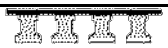
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.159772, -94.755520	**Structure Height (approximate)** 4	**Structure Length** 86

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder 
- ○ Steel I-beam
- ○ Covered
- ○ Other: 2-6'X4'X86' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Culvert 20 is located at STA 496+40.76

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

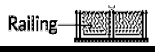
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Vertical surfaces on concrete I-beams	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

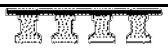
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.17840, -94.771155	**Structure Height (approximate)** 5	**Structure Length** 137

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder 
- ○ Steel I-beam
- ○ Covered
- ○ Other: 5'X5'X137' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Culvert 25 is located at STA 579+17.9

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

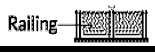
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

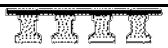
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
NBI. 14031	34.156485, -94.753658	9	93

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder 
- ○ Steel I-beam
- ○ Covered
- ○ Other: 8'X9'X93' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Notes:

Culvert 27 is located at STA 603+46.12

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

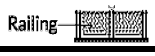
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Vertical surfaces on concrete I-beams	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

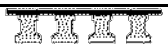
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.187521, -94.777730	**Structure Height (approximate)** 4	**Structure Length** 71

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss
- ○ Parallel Box Beam
- ○ Pre-stressed Girder 
- ○ Steel I-beam
- ○ Covered
- ○ Other: 5'X4'X71' RCB

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No ○ Unknown

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Culvert 30 is located at STA 618+19.2

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

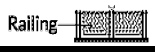
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

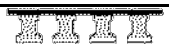
Signature: *Glen Adams*

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
10/26/23	ODT21749	US-259	McCurtain
Federal Structure ID	**Structure Coordinates (latitude and longitude)** 34.189898, -94.778062	**Structure Height (approximate)** 4	**Structure Length** 63

Structure Type (check one)

Bridge Construction Style

○ Cast-in-place		○ Pre-stressed Girder 	
○ Flat Slab/Box		○ Steel I-beam	
○ Truss		○ Covered	
○ Parallel Box Beam		○ Other: 4'X4'X63' RCB	

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Notes:

Culvert 31 is located at STA 626+92.47

Crossings Traversed (check all that apply)

☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☒ Seasonal water	☐ Other:

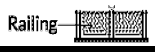
Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.

Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present; No evidence found; relatively few imperfections	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present; no evidence found; smooth surface	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present; no evidence found; space between lacked cracks	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Glen Adams

Signature: *Glen Adams*

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

In Reply Refer To: December 18, 2023
Project Code: 2024-0026877
Project Name: JP34333(04)(08) McCurtain County US-259

Subject: 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 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 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:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

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 Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- 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

Project Code: 2024-0026877
Project Name: JP34333(04)(08) McCurtain County US-259
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The proposed improvement consists of resurfacing and widening the existing two to three lane US-259 for approximately six miles in Hochatown, Oklahoma, including a reinforced concrete box bridge at Yashau Creek (NBI 14031). The proposed 5-lane configuration will remain in existing right of way, and it consists of two driving lanes in each direction, a center turn lane and shoulders. Culverts and bridges will remain in place and be extended to maintain function. Traffic is expected to be maintained during construction.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.152404849999996,-94.75145342241164,14z

Counties: McCurtain County, Oklahoma

ENDANGERED SPECIES ACT SPECIES

There is a total of 15 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.

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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* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Piping Plover *Charadrius melodus* 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 does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red-cockaded Woodpecker *Picoides borealis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7614	Endangered
Rufa Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

REPTILES

NAME	STATUS
Alligator Snapping Turtle *Macrochelys temminckii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed Threatened
American Alligator *Alligator mississippiensis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/776	Similarity of Appearance (Threatened)

FISHES

NAME	STATUS
Leopard Darter *Percina pantherina* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8470	Threatened

CLAMS

NAME	STATUS
Ouachita Rock Pocketbook *Arcidens wheeleri* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4509	Endangered
Rabbitsfoot *Quadrula cylindrica cylindrica* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5165	Threatened
Scaleshell Mussel *Leptodea leptodon* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5881	Endangered
Winged Mapleleaf *Quadrula fragosa* 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/4127	Endangered

INSECTS

NAME	STATUS
American Burying Beetle *Nicrophorus americanus* 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	Threatened
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
Harperella *Ptilimnium nodosum*	Endangered

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/3739

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

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.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are bald and/or golden eagles in your project area.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

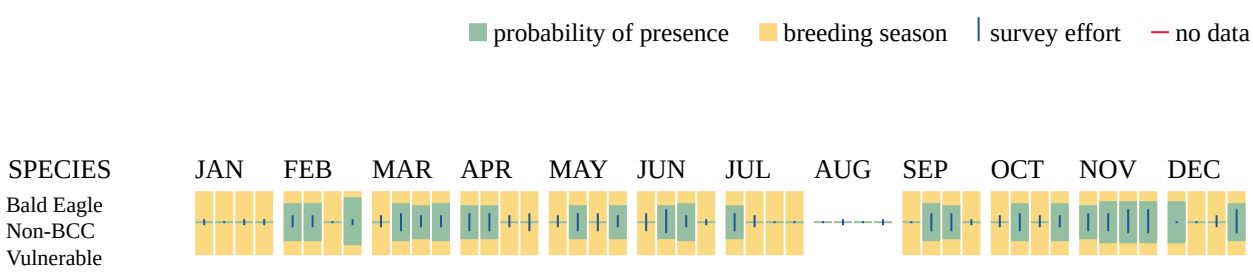
Probability of Presence (▪)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (▪)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds

- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

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[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

---

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)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Kestrel *Falco sparverius paulus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9587	Breeds Apr 1 to Aug 31
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Brown-headed Nuthatch *Sitta pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9427	Breeds Mar 1 to Jul 15
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25

NAME	BREEDING SEASON
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Kentucky Warbler *Oporornis formosus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443	Breeds Apr 20 to Aug 20
Prairie Warbler *Dendroica discolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9513	Breeds May 1 to Jul 31
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management

- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

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.

RIVERINE

- R2UBH
- R4SBC
- R5UBF
- R3UBH

FRESHWATER EMERGENT WETLAND

- PEM1C

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1A
- PFO1C

FRESHWATER POND

- PUBHh
- PUBHx
- PUBH

IPAC USER CONTACT INFORMATION

Agency: Oklahoma Department of Transportation
Name: Glen Adams
Address: 3600 NW 138th St. Suite 202
City: Tulsa
State: OK
Zip: 73134
Email glen.adams@freese.com
Phone: 4056668380

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

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

In Reply Refer To: January 04, 2024
Project code: 2024-0026877
Project Name: JP34333(04)(08) McCurtain County US-259

Subject: Verification letter for 'JP34333(04)(08) McCurtain County US-259' project under the October 15, 2020, Programmatic Biological Opinion on Final 4(d) Rule for the American burying beetle and Activities Excepted from Take Prohibitions (50 CFR § 17.47(d), Federal Register Citation 85 FR 65241).

Dear Elizabeth Nichols:

The U.S. Fish and Wildlife Service (Service) received on **January 04, 2024** your effect determination(s) for the 'JP34333(04)(08) McCurtain County US-259' (the Action) using the American burying beetle (*Nicrophorus americanus*) determination key within the Information for Planning and Consultation (IPaC) system.

This determination key assists users in determining whether a Federal action is consistent with the activities analyzed in the Service's October 15, 2020, Programmatic Biological Opinion (PBO). The PBO addresses activities excepted from incidental "take"[1] prohibitions applicable to the American burying beetle under the Endangered Species Act of 1973 (Act) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based upon your IPaC submission, the Action is consistent with activities analyzed in the PBO. The Action may affect the American burying beetle; however, any incidental 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). **Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under Act Section 7(a)(2) with respect to the American burying beetle.**

Please report any changes to the information about the Action that you submitted in IPaC, the results of any American burying beetle surveys conducted in the Action area, and any dead, injured, or sick American burying beetles that are found during Action implementation. If the Action is not completed within one year of the date of this letter, you must update and resubmit the information required in the IPaC key.

This IPaC-assisted determination allows you to rely on the PBO for compliance with Act Section 7(a)(2) only for the American burying beetle.

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[1]Take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct (Act, Section 3(19)).

This letter covers only the American burying beetle. It **does not** apply to the following ESA-protected species that also may occur in the Action area:

- Alligator Snapping Turtle *Macrochelys temminckii* Proposed Threatened
- American Alligator *Alligator mississippiensis* Similarity of Appearance (Threatened)
- Harperella *Ptilimnium nodosum* Endangered
- Leopard Darter *Percina pantherina* Threatened
- Monarch Butterfly *Danaus plexippus* Candidate
- Northern Long-eared Bat *Myotis septentrionalis* Endangered
- Ouachita Rock Pocketbook *Arcidens wheeleri* Endangered
- Piping Plover *Charadrius melodus* Threatened
- Rabbitsfoot *Quadrula cylindrica cylindrica* Threatened
- Red-cockaded Woodpecker *Picoides borealis* Endangered
- Rufa Red Knot *Calidris canutus rufa* Threatened
- Scaleshell Mussel *Leptodea leptodon* Endangered
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered
- Winged Mapleleaf *Quadrula fragosa* Endangered

If your project may affect additional listed species, you must evaluate additional DKeys for other species, or submit a request for consultation for the additional species to your local Ecological Services Field Office.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

JP34333(04)(08) McCurtain County US-259

2. Description

The following description was provided for the project 'JP34333(04)(08) McCurtain County US-259':

> The proposed improvement consists of resurfacing and widening the existing two to three lane US-259 for approximately six miles in Hochatown, Oklahoma, including a reinforced concrete box bridge at Yashau Creek (NBI 14031). The proposed 5-lane configuration will remain in existing right of way, and it consists of two driving lanes in each direction, a center turn lane and shoulders. Culverts and bridges will remain in place and be extended to maintain function. Traffic is expected to be maintained during construction.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.152404849999996,-94.75145342241164,14z

QUALIFICATION INTERVIEW

1. Is the action authorized, funded, or being carried out by a Federal agency?

   Yes

2. Have you determined that the proposed action will have “no effect” on the American burying beetle? (If you are unsure select "No")

   No

3. Will your activity **purposefully take** American burying beetles?

   No

4. Is your project wholly inside the 4d rule Analysis Area? For areas of your project occurring inside the Analysis Area (New England, Northern Plains, Southern Plains), your project may qualify for exemptions. For areas of your project occurring outside the Analysis Area, all incidental take is exempted according to the ABB 4d Rule.

   Automatically answered
   Yes

5. Is American burying beetle suitable habitat present within the action area?

   Yes

6. Will suitable habitat be affected by the proposed action? Suitable habitat may be impacted if the action involves soil disturbance, use of vehicles or heavy equipment, artificial lighting, vegetation removal, use of herbicides, pesticides, other hazardous chemicals.

   Yes

PROJECT QUESTIONNAIRE

Please select the activity that best matches your proposed action.

8. Soil disturbance related to road construction and maintenance

If you chose 13 above, please describe below. If you did not choose 13 above, please type "0".

0

Estimate the total acres of suitable American burying beetle habitat that may be affected.

14.0

Please estimate the total number of acres of **temporary impacts** to American burying beetle habitat. See definitions

0

Please estimate the total number of acres of **permanent impacts** to American burying beetle habitat. See definitions

14.0

IPAC USER CONTACT INFORMATION

Agency: Oklahoma Department of Transportation
Name: Elizabeth Nichols
Address: 111 E. Chesapeake St.
Address Line 2: ODOT Highway Program at Oklahoma Biologist Survey
City: Norman
State: OK
Zip: 73019
Email elizabeth.nichols@ou.edu
Phone: 4053256802

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

WATERS AND WETLANDS EVALUATION REPORT

For

County	McCurtain	JP Number	JP 34333(04)(08)	Project Number	J3-4333(004)PM
Road Number	US-259	Water Body Name		Yashau Creek and unnamed tributaries to East Fork Lukfata Creek	
ROW Date		Let Date	2024	Project Length	6 miles
Project General Location		Through Hochatown, OK			
Project Statement		Widen & Resurface on US-259 begin 6.25 miles north of Junction with SH-3 and extend north 6 miles			

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:

Biologist Name	Glen Adams
Company/Agency Name	Freese and Nichols
Address	3600 NW 138th Suite 202
City, State Zip	Oklahoma City, OK 73134

Report Date:	December 19, 2023
Field Date:	October 26, 2023

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	X
Pavement Reconstruction or rehabilitation	
Bridge Rehabilitation	
Safety Improvements (Cable Barrier, Guardrail, signage)	
Intersection Modifications	
Safe Routes to School (Describe)	
Enhancements (Describe)	
Other (Describe)	

Description of the **existing** bridge/roadway

The existing segment of US-259 consists primarily of two 12-foot asphalt driving lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially, the future needs of this region. The pavement condition is fair. NBI:14031 is described as a 3-10 ft. X 5 ft. X 59 ft. R.C. Box over Yashau Creek. It has a sufficiency rating of 81.10. The current Annual Average Daily Traffic (AADT) is 10,600 vehicles per day (vpd), and the projected AADT is 12,700 vpd. The purpose of the proposed improvements is to improve the safety and operation of the highway.

Description of **proposed** improvements **SPECIFIC TO THIS PROJECT**

The proposed improvement consists of resurfacing and widening US-259 to 5 lanes, including extending the reinforced concrete box (RCB) bridge over Yashau Creek (NBI:14031). The proposed 5-lane configuration will remain in existing right-of-way (R/W), and it typically consists of two 12-foot-wide driving lanes in each direction, a 14-foot-wide center turn lane, and 6-foot-wide paved shoulders. Culverts and bridges will remain in place and be extended to maintain function. The outside of the driving lanes may have shoulders in some sections and curb and gutter in the more urban sections. Traffic is expected to be maintained during construction.

The RCB at Yashau Creek (NBI:14031) is a triple cell RCB, and it will remain in place but will be extended approximately 20 feet east and west of US-259. Yashau Creek has been previously channelized within ODOT R/W and following construction, pre-construction contours are proposed to be restored. There are 30 culverts underneath US-259 that will be extended to accommodate the widening. Traffic access will remain open during construction. All culverts will remain within existing R/W. New R/W is not proposed for this project.

Project Environmental Study Footprint

Project Location		**Environmental Study Footprint**	
Section Range & Township	Lat/Long (NAD 83)	Dimensions	Acreage
S 22, 26, 27, 35 T4S, R24E; S 1, 12, 13, 24, T5S, R24E; S 18 and 19, T5S, R25E.	34.108289, -94.739357	Various dimensions ranging from 50 feet from center of road to 135 feet from center of road.	114

Environmental Study Footprint Soils (NRCS Soil Survey Map)

Map Unit Name	**Percent Slope**	**Drainage Class**	**Hydric Rating**		**Description**
			YES	**NO**	
Ceda gravelly fine sandy loam,	0 to 2 percent slopes	Frequently flooded		X	Floodplains, linear
Carnasaw-Clebit association,	12 to 20 percent slopes	Well drained		X	Mountain slopes, mountainflank
Carnasaw-Zafra complex,	1 to 8 percent slopes	Well drained		X	Mountain slopes, Lower third of mountainflank
Clebit-Carnasaw-Stapp association,	12 to 20 percent slopes	Well drained		X	Hillslopes, backslopes
Pickens gravelly silt loam,	5 to 15 percent slopes	Somewhat excessively drained		X	Hillslopes, backslopes
Sherwood fine sandy loam,	1 to 3 percent slopes	Well drained		X	Hillslopes, shoulders
Sherwood-Zafra complex,	1 to 5 percent slopes	Well drained		X	Hillslopes, backslopes
Sherwood-Zafra complex,	5 to 12 percent slopes	Well drained		X	Hillslopes, backslopes

Environmental Study Footprint General Description and Vegetation Present

The study footprint consists of US-259 maintained right of way (R/W) for the entirety of the project area. Residential and commercial lawns are scattered throughout the R/W. Commercial and residential properties are prevalent outside of the project area, directly adjacent. Additionally, swaths of oak-hickory-pine forest dominate undeveloped areas.

Maintained commercial/residential lawns primarily consisted of Bermudagrass (*Cynodon dactylon*), crabgrass (*Digitaria spp*.), and fescue (*Festuca arundinacea*).

The undeveloped areas adjacent to US-259 are upland deciduous forest. The dominant woody vegetation observed within the study area included sweetgum (*Liquidambar styraciflua)*, shortleaf pine (*Pinus echinata)*, water oak (*Quercus nigra)*, Shumard oak (*Quercus shumardii)*, American elm (*Ulmus americana*), swamp chestnut (*Querus michauxii)*, chinkapin oak (*Quercus muehlenbergii)*, mockernut hickory (*Carya Tomentosa)*, sugarberry (*Celtis laevigata*), American sycamore (*Populus deltoides)*, and black willow (*Salix nigra)*. Other species such as Chinese privet (*Ligustrum sinense*), Johnsongrass (*Sorghum halepense*), white heath aster (*Symphotrichum ericoides*), inland sea oats (*Chasmanthium latifoloium*), little blue stem *(Schizachyrium scoparium),* poison ivy (*Toxicodendron radicans*), green briar (*Smilax bona-nox*), and goldenrod (*Solidago sp.)* were observed in the understory of the study area.

Along the narrow riparian areas and drainage features, vegetation was highly disturbed through R/W maintenance. Herbaceous vegetation species did not differ significantly from the rest of the corridor. However, woody vegetation along stream and drainage routes included species such as black willow, coastal plain willow (*Salix caroliniana)*, American sycamore, box elder (*Acer negundo)* and black hickory (*Carya texana)*.

There are 10 mapped streams within the project area: one perennial stream named Yashau Creek, six unnamed intermittent tributaries of Yashau Creek, and three unnamed intermittent tributaries of East Fork Lukfata Creek are within the project area. Yashau Creek has been channelized within the R/W, and it is relatively shallow (typically less than one foot deep). This area is within 2 miles of its headwaters, and it flows over 16 miles before its confluence with the Little River. All intermittent tributaries appear to only flow during wetter periods of the year and have been previously disturbed by R/W maintenance.

One off-channel, manmade pond was identified in the study area. No wetlands were identified within the project area.

WATERS AND WETLANDS EVALUATION

Data Sources Reviewed (list)

USGS 7.5 minute Quad	NWI Map	USACE Wetland Regional Supplement	Additional Resources Reviewed
Broken Bow	Broken Bow	Eastern Mountains and Piedmont	National Hydrography Dataset
Stephens Gap	Stephens Gap		
Old Glory Mountain	Old Glory Mountain		

Streams and Drainages Summary Table

Feature #	Stream Name	Mapped on 7.5 Minute USGS	Feature Type Based on Field Data	Potential Jurisdictional Status	Acres within Environmental Study Footprint
S1	Unnamed tributary to Yashau Creek	No	Intermittent	Likely	0.01
S2	Unnamed tributary to Yashau Creek	Yes	Intermittent	Likely	0.02
S3	Unnamed tributary to Yashau Creek	No	Ephemeral	Unlikely	0.01
S4	Unnamed tributary to Yashau Creek	No	Ephemeral	Unlikely	0.01
S5	Unnamed tributary to Yashau Creek	Yes	Intermittent	Likely	0.02
S6	Unnamed tributary to Yashau Creek	Yes	Intermittent	Likely	0.10
S7	Unnamed tributary to Yashau Creek	Yes	Intermittent	Likely	0.01
S8	Unnamed tributary to Yashau Creek	Yes	Intermittent	Likely	0.20
S9	Yashau Creek	Yes	Perennial	Likely	0.09
S10	Unnamed tributary to Yashau Creek	Yes	Intermittent	Likely	0.01
S11	Unnamed tributary to Yashau Creek	No	Ephemeral	Unlikely	0.01
S12	Unnamed tributary to East Fork Lukfata Creek	Yes	Intermittent	Likely	0.01

Feature #	Stream Name	Mapped on 7.5 Minute USGS	Feature Type Based on Field Data	Potential Jurisdictional Status	Acres within Environmental Study Footprint
S13	Unnamed tributary to East Fork Lukfata Creek	Yes	Intermittent	Likely	0.004
S14	Unnamed tributary to East Fork Yukata Creek	Yes	Intermittent	Likely	0.01
S15	Unnamed tributary to East Fork Yukata Creek	No	Ephemeral	Unlikely	0.02
DF1	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.001
DF2	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.002
DF3	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.001
DF4	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.001
DF5	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.002
DF6	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.001
DF7	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.003
DF8	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.004
DF9	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.001
DF10	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.001
DF11	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.012

Feature #	Stream Name	Mapped on 7.5 Minute USGS	Feature Type Based on Field Data	Potential Jurisdictional Status	Acres within Environmental Study Footprint
DF12	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.005
DF13	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.008
DF14	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.000
DF15	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.004
DF16	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.002
DF17	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.002
DF18	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.003
DF19	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.090
DF20	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.037
DF21	Unnamed drainage feature	No	ephemeral gully/swale	Unlikely	0.010

Wetlands and Ponds Summary Table

Feature #	Type of Wetland or Pond	Cowardin Classification	Potential Jurisdictional Status	Acres within Environmental Study Footprint
OW1	Pond	PUBHh	Unlikely	0.06

Streams and other linear aquatic features

A total of 15 streams and 21 drainage features were identified within the study area, and they are each described in the sections below.

Stream 1 is an unmapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 117 LF (0.01 acre) of the stream is located within the study area. The average OHWM width is approximately four feet. Within the study area, the OHWM maximum width is approximately 4.5 feet, and the minimum width is approximately 3.5 feet. Stream 1 flows west from ODOT R/W towards unnamed tributaries of Yashau Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as black willow and American elm. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent water present in the stream.

Stream 2 is a mapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 32 LF (0.02 acre) of the stream is located within the study area. The average OHWM width is approximately 6 feet. Within the study area, the OHWM maximum width is approximately 30 feet, and the minimum width is approximately four feet. Stream 2 flows west from ODOT R/W towards unnamed tributaries of Yashau Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as black willow and eastern red cedar. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent water present in the stream.

Stream 3 is an unmapped, ephemeral stream that had minimal flow at the time of the site visit. It begins to the east of US-259, and approximately 40 LF (0.01 acre) of the stream is located within the study area. The average OHWM width is approximately four feet. Within the study area, the OHWM maximum width is approximately six feet, and the minimum width is approximately 2 feet. Stream 3 flows west from ODOT R/W towards unnamed tributaries of Yashau Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as sweet gum and post oak. The stream would likely be considered non-jurisdictional by the USACE due to non-relatively permanent nature of water in the stream.

Stream 4 is an unmapped, ephemeral stream that was dry at the time of the site visit. It begins to the east of US-259, and approximately 59 LF (0.01 acre) of the stream is located within the study area. The average OHWM width is approximately 5 feet. Within the study area, the OHWM maximum width is approximately 15 feet, and the minimum width is approximately 4 feet. Stream 4 flows west from ODOT R/W towards unnamed tributaries of Yashau Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as sweet gum and privet. The stream would likely be considered non-jurisdictional by the USACE due to non-relatively permanent nature of water in the stream.

Stream 5 is a mapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 59 LF (0.02 acre) of the stream is located within the study area. The average OHWM width is approximately 11 feet. Within the study area, the OHWM maximum width is approximately 30 feet, and the minimum width is approximately eight feet. Stream 5 flows west from ODOT R/W towards Yashau Creek. Vegetation observed adjacent to

the stream during the field survey includes trees such as sweet gum and sycamore. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent water present in the stream.

Stream 6 is a mapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 791 LF (0.10 acre) of the stream is located within the study area. The average OHWM width is approximately five feet. Within the study area, the OHWM maximum width is approximately 16 feet, and the minimum width is approximately four feet. Stream 6 flows south through ODOT R/W then west towards unnamed tributaries of Yashau Creek. It appeared to be recently graded and relocated adjacent to the previous channel. Vegetation observed adjacent to the stream during the field survey includes trees such as shortleaf pine and eastern red cedar. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent water present in the stream.

Stream 7 is a mapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 27 LF (0.01 acre) of the stream is located within the study area. The average OHWM width is approximately 20 feet. Within the study area, the OHWM maximum width is approximately 25 feet, and the minimum width is approximately 18 feet. Stream 7 flows west from ODOT R/W towards unnamed tributaries of Yashau Creek. The western portion of the stream is under construction due to the expansion of the RCB that conveys flow through US-259. Vegetation observed adjacent to the stream during the field survey includes trees such as black willow and American sycamore. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent water present in the stream.

Stream 8 is a mapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 1104 LF (0.20 acre) of the stream is located within the study area. The average OHWM width is approximately six feet. Within the study area, the OHWM maximum width is approximately 12 feet, and the minimum width is approximately three feet. Stream 8 flows south along ODOT R/W then towards unnamed tributaries of Yashau Creek. It appeared to have been relocated and channelized from the USGS topographic map adjacent to US-259. Vegetation observed adjacent to the stream during the field survey includes trees such as black willow, coastal plain willow, and American sycamore. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent water present in the stream.

Stream 9, Yashau Creek, is a mapped, perennial stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 24 LF (0.09 acre) of the stream is located within the study area. The average OHWM width is approximately 18 feet. Within the study area, the OHWM maximum width is approximately 30 feet, and the minimum width is approximately 10 feet. Stream 9 flows south from ODOT R/W to the Little River. Vegetation observed adjacent to the stream during the field survey includes trees such as black willow and shortleaf pine. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent water present in the stream.

Stream 10 is a mapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 193 LF (0.01 acre) of the stream is located within the study area. The average OHWM width is approximately six feet. Within the study area, the OHWM maximum width is approximately seven feet, and the minimum width is approximately four feet. Stream 10 flows east and south from ODOT R/W towards Yashau Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as privet and American Elm. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent water present in the stream.

Stream 11 is an unmapped, ephemeral stream that had minimal flow at the time of the site visit. It begins to the east of US-259, and approximately 41 LF (0.01 acre) of the stream is located within the study area. The average OHWM width is approximately two feet. Within the study area, the OHWM maximum width is approximately eight feet, and the minimum width is approximately 1.5 feet. Stream 11 flows west from ODOT R/W towards unnamed tributaries of East Fork Lukfata Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as sweet gum and swamp chestnut oak. The stream would likely be considered non-jurisdictional by the USACE due to non-relatively permanent nature of water in the stream.

Stream 12 is a mapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 47 LF (0.01 acre) of the stream is located within the study area. The average OHWM width is approximately five feet. Within the study area, the OHWM maximum width is approximately 12 feet, and the minimum width is approximately four feet. Stream 12 flows west from ODOT R/W towards unnamed tributaries of East Fork Lukfata Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as black jack oak and mockernut hickory. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent water present in the stream.

Stream 13 is a mapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 21 LF (0.004 acre) of the stream is located within the study area. The average OHWM width is approximately six feet. Within the study area, the OHWM maximum width is approximately 15 feet, and the minimum width is approximately five feet. Stream 13 flows west from ODOT R/W towards unnamed tributaries of East Fork Lukfata Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as sweet gum and American sycamore. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent nature of water present in the stream.

Stream 14 is a mapped, intermittent stream that was flowing at the time of the site visit. It begins to the east of US-259, and approximately 52 LF (0.01 acre) of the stream is located within the study area. The average OHWM width is approximately five feet. Within the study area, the OHWM maximum width is approximately 7 feet, and the minimum width is approximately four feet. Stream 14 flows west from ODOT R/W towards unnamed tributaries of East Fork Lukfata Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as American sycamore and black willow. The stream would likely be considered jurisdictional by the USACE due to the relatively permanent nature of water present in the stream.

Stream 15 is an unmapped, ephemeral stream that had minimal flow at the time of the site visit. It begins to the east of US-259, and approximately 146 LF (0.02 acre) of the stream is located within the study area. The average OHWM width is approximately six feet. Within the study area, the OHWM maximum width is approximately 14 feet, and the minimum width is approximately four feet. Stream 15 flows west from ODOT R/W towards unnamed tributaries of East Fork Lukfata Creek. Vegetation observed adjacent to the stream during the field survey includes trees such as sweet gum and black hickory. The stream would likely be considered non-jurisdictional by the USACE due to the non-relatively permanent nature of water in the stream.

Drainage Feature 1 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 68 feet and 0.001 acre of Drainage Feature 1 is within the study area. The upstream portion is vegetated with mixed grasses typical of R/W such as Johnsongrass and the downstream portion is mostly vegetated with mowed/maintained Bermudagrass with a vegetated bottom. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 1 flows west from the east side of US-259 and continues to flow outside of the study area. Drainage Feature 1 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no continuous OHWM and a vegetated bottom.

Drainage Feature 2 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 86.2 feet and 0.002 acre of Drainage Feature 2 is within the study area. It is completely vegetated with a variety of herbaceous and shrub species such as goldenrod and black willow. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 2 flows west from the east side of US-259 continuing outside of the study area. Drainage Feature 2 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no continuous OHWM with a vegetated bottom.

Drainage Feature 3 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 32 feet and 0.001 acre of Drainage Feature 3 is within the study area. It is primarily vegetated with a variety of herbaceous species such as inland sea oats. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 3 flows west from the east side of US-259 to a culvert that flows outside of the study area. Drainage Feature 3 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no continuous OHWM that were created in uplands without replacing a natural stream.

Drainage Feature 4 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 59 feet and 0.001 acre of Drainage Feature 4 is within the study area. It is primarily earthen and partially lined with native rock with. Vegetation adjacent to the feature is typical of the alignment featuring species such as privet and goldenrod. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 4 flows west from the east side of US-259 to a culvert and continuing outside of the study area. Drainage Feature 4 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no continuous OHWM that were created

in uplands without replacing a natural stream.

Drainage Feature 5 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 76 feet and 0.002 acre of Drainage Feature 5 is within the study area. It is primarily vegetated with herbaceous species such as Bermudagrass. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 5 flows west from the east side of US-259 continuing outside of the study area. Drainage Feature 5 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no continuous OHWM that were created in uplands without replacing a natural stream.

Drainage Feature 6 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 54 feet and 0.001 acre of Drainage Feature 6 is within the study area. It is primarily earthen and partially lined with natural rock. It appears to have been created to drain US-259 without replacing a natural stream. Vegetation adjacent to the feature includes woody species such as sweet gum and poison ivy. Drainage Feature 6 flows west along the west side of US-259 flowing outside of the study area. Drainage Feature 6 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no OHWM that are wholly located in uplands without replacing a natural stream.

Drainage Feature 7 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 144 feet and 0.003 acre of Drainage Feature 7 is within the study area. It is primarily vegetated with giant ragweed and goldenrod. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 7 flows north along the west side of US-259 flowing into Stream 7. Drainage Feature 7 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no OHWM that are wholly located in uplands without replacing a natural stream.

Drainage Feature 8 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 178 feet and 0.004 acre of Drainage Feature 8 is within the study area. It is primarily earthen and partially lined with natural rock. It appears to have been created to drain US-259 without replacing a natural stream. Vegetation adjacent to the feature is comprised of shortleaf pine, post oak, and sweet gum. Drainage Feature 8 flows south along the east side of US-259 continuing outside of the study area. Drainage Feature 8 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no OHWM that are wholly located in uplands without replacing a natural stream.

Drainage Feature 9 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 46 feet and 0.001 acre of Drainage Feature 9 is within the study area. It is primarily vegetated with herbaceous species such as goldenrod and beggar’s lice. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 9 flows west from the east side of US-259 to a culvert that flows west outside of the study area. Drainage Feature 9 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features without a continuous OHWM that were created in uplands without replacing a natural stream.

Drainage Feature 10 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 33 feet and 0.001 acre of Drainage Feature 10 is within the study area. It is primarily earthen and partially lined with natural rock. It appears to have been created to drain US-259 without replacing a natural stream. Adjacent vegetation was dominated by poison ivy. Drainage Feature 10 flows east from the from side of US-259 outside of the study area. Drainage Feature 10 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no OHWM that are wholly located in uplands without replacing a natural stream.

Drainage Feature 11 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 530 feet and 0.012 acre of Drainage Feature 11 is within the study area. It is primarily earthen and partially lined with natural rock. It appears to drain adjacent uplands without replacing a natural stream. Adjacent vegetation included wooded species such as shortleaf pine and sycamore. Drainage Feature 11 flows north along the east side of US-259 and flows outside of the study area. Drainage Feature 11 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no OHWM that are wholly located in uplands without replacing a natural stream.

Drainage Feature 12 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 240 feet and 0.005 acre of Drainage Feature 12 is within the study area. It is primarily lined with natural rock. It appears to have been created to drain US-259 without replacing a natural stream. Adjacent vegetation included wooded species such as shortleaf pine and sycamore. Drainage Feature 12 flows north along the east side of US-259 and flows outside of the study area. Drainage Feature 12 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features without a continuous OHWM that were created in uplands without replacing a natural stream.

Drainage Feature 13 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 355 feet and 0.008 acre of Drainage Feature 13 is within the study area. It is primarily lined with natural rock. It appears to have been created to drain US-259 without replacing a natural stream. Adjacent vegetation included wooded species such as post oak and sycamore. Drainage Feature 13 flows southwest along the east side of US-259 to a culvert that flows outside of the study area. Drainage Feature 13 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features without a continuous OHWM that were created in uplands without replacing a natural stream.

Drainage Feature 14 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 10 feet and 0.000 acre of Drainage Feature 14 is within the study area. It is primarily lined with natural rock. Adjacent vegetation included wooded species such as hackberry and herbaceous species such as inland sea oats. Drainage Feature 14 flows west along the east side of US-259 and flows into Stream 12. Drainage Feature 14 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no OHWM that are wholly located in uplands without replacing a natural stream.

Drainage Feature 15 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 185 feet and 0.004 acre of Drainage Feature 15 is within the study area. It is mostly vegetated and partially rock lined. It appears to have been created to drain US-259 without replacing a natural stream. Vegetation adjacent is primarily comprised of wooded species such as sweet gum and blackjack oak. Drainage Feature 15 flows west along the east side of US-259 to a culvert and continues west outside of the study area. Drainage Feature 15 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no OHWM that are wholly located in uplands without replacing a natural stream.

Drainage Feature 16 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 69 feet and 0.002 acre of Drainage Feature 16 is within the study area. It is primarily vegetated with species like Johnsongrass and goldenrod. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 16 flows west from the east side of US-259 to a culvert and continues outside of the study area. Drainage Feature 16 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features without a continuous OHWM that were created in uplands without replacing a natural stream.

Drainage Feature 17 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 73 feet and 0.002 acre of Drainage Feature 17 is within the study area. It is primarily lined with natural rock. It appears to have been created to drain US-259 without replacing a natural stream. Vegetation adjacent is primarily wooded with species such as short leaf pine and sweet gum. Drainage Feature 17 flows north along the east side of US-259 and continues flow outside of the study area. Drainage Feature 17 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features without a continuous OHWM that were created in uplands without replacing a natural stream.

Drainage Feature 18 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 126 feet and 0.003 acre of Drainage Feature 18 is within the study area. It is primarily vegetated with herbaceous species typical of R/W such as Bermudagrass. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 18 flows west from the east side of US-259 and continues flow outside of the study area. Drainage Feature 18 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no OHWM that are wholly located in uplands without replacing a natural stream.

Drainage Feature 19 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 110 feet and 0.09 acre of Drainage Feature 1 is within the study area. It is primarily vegetated with mixed grasses and saplings such as black willow and sweet gum. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 19 flows west from the east side of US-259 and continues flow outside of the study area. Drainage Feature 19 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features with no OHWM that are wholly

located in uplands without replacing a natural stream.

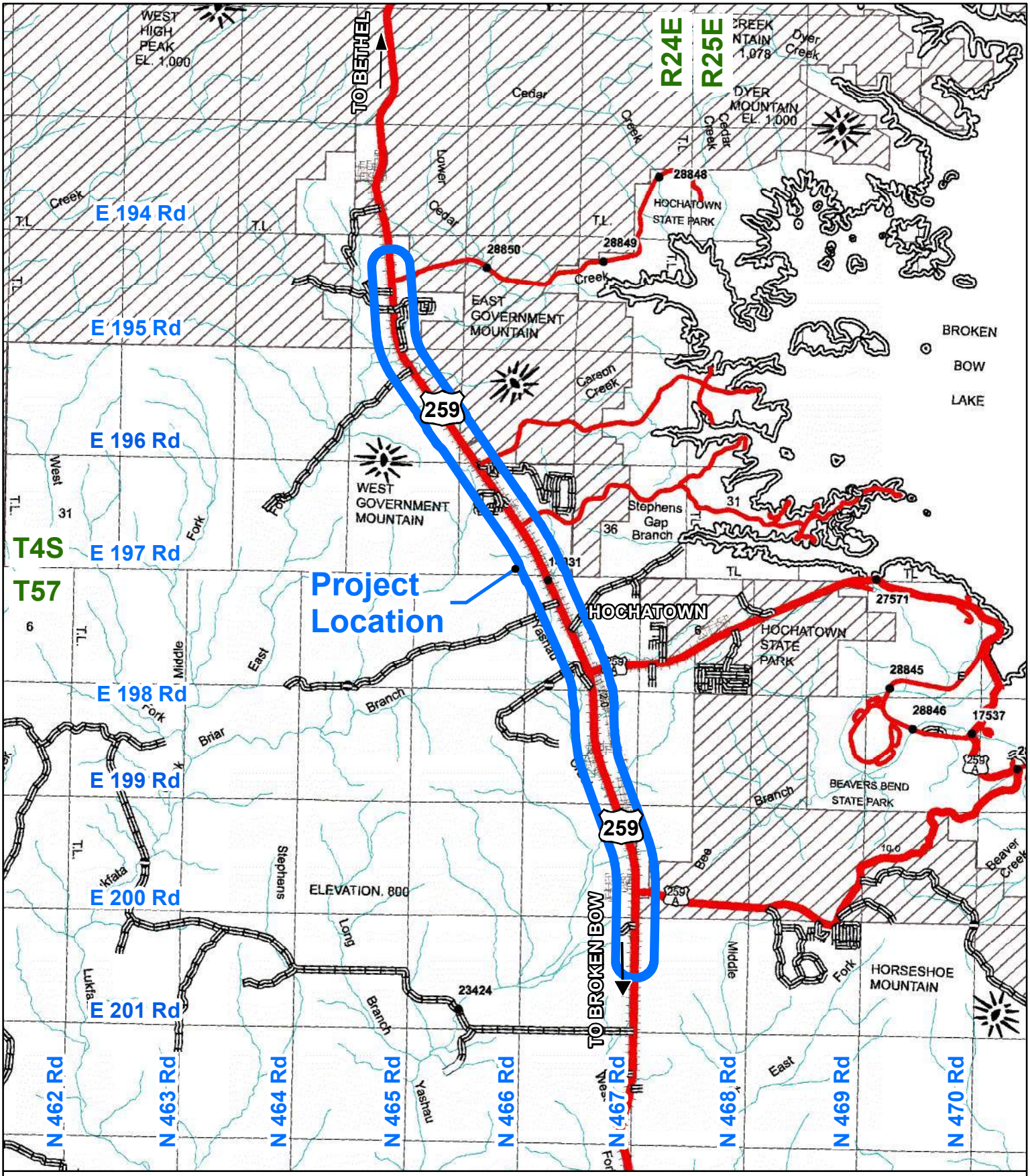
Drainage Feature 20 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 1601 feet and 0.037 acre of Drainage Feature 20 is within the study area. It is primarily vegetated with Bermudagrass, Johnsongrass, goldenrod and partially lined with natural rock. It appears to have been created to drain US-259 without replacing a natural stream. Drainage Feature 20 flows south along the east side of US-259 and continues flow to Stream 15. Drainage Feature 20 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features without a continuous OHWM that were created in uplands without replacing a natural stream.

Drainage Feature 21 is an unmapped gully/swale within ODOT R/W that appears to be ephemeral and lacking significant groundwater influence. Approximately 427 feet and 0.010 acre of Drainage Feature 21 is within the study area. It is primarily earthen and partially lined with natural rock. It appears to have been created to drain US-259 without replacing a natural stream. Adjacent vegetation included sweet gum and shortleaf pine. Drainage Feature 21 flows south along the east side of US-259 and continues to flow outside of the study area. Drainage Feature 21 does not appear to be a water of the U.S. because the USACE does not typically assert jurisdiction over features without a continuous OHWM that were created in uplands without replacing a natural stream.

Wetlands and Open Water features

Open Water 1 (OW1) is an unmapped pond based on the USGS topographic map. OW1 appears to be inundated for most of the year and was field classified as PUBHh, which matches the NWI map. Approximately 0.03 acre of OW1 is located within the study area. OW1 appears to typically be inundated year-round, and it appears to be utilized as a fishing pond. OW1 is near Stream 1 and outfalls to Stream 1 following rain events; however, it appears to be off channel (i.e., it is not an impoundment of Stream 1). Off-channel ponds excavated in uplands are likely non-jurisdictional; therefore, OW1 is likely non-jurisdictional.

FIGURES



McCurtain County

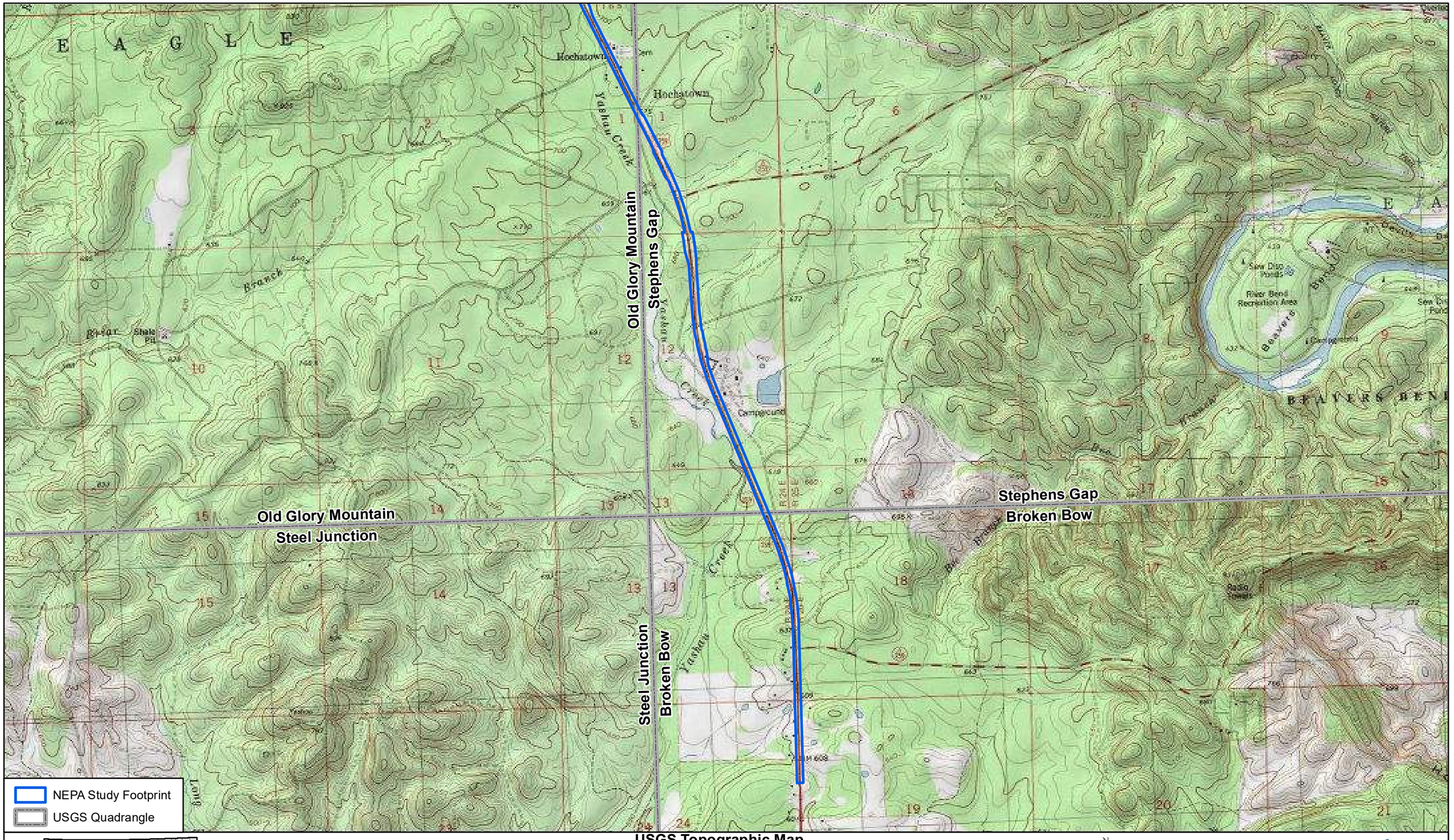
Project Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project
in McCurtain County

Figure 1

0 3,000 6,000 Feet

NAD 1983 UTM Zone 15N



McCurtain County

USGS Topographic Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 2a

0 1,000 2,000 3,000 4,000 Feet

OKLAHOMA Transportation

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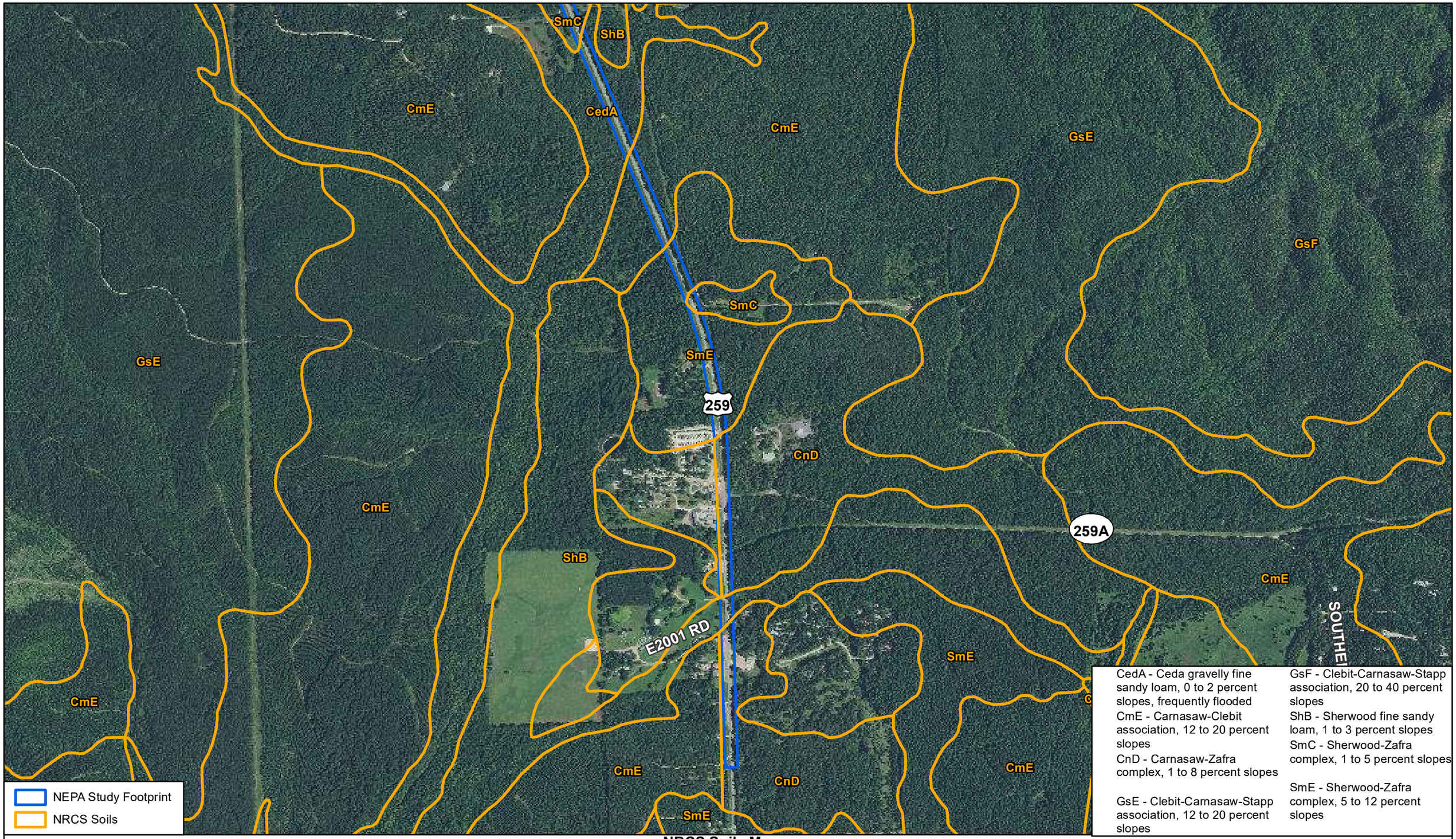

NRCS Soils Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 3a

OKLAHOMA Transportation

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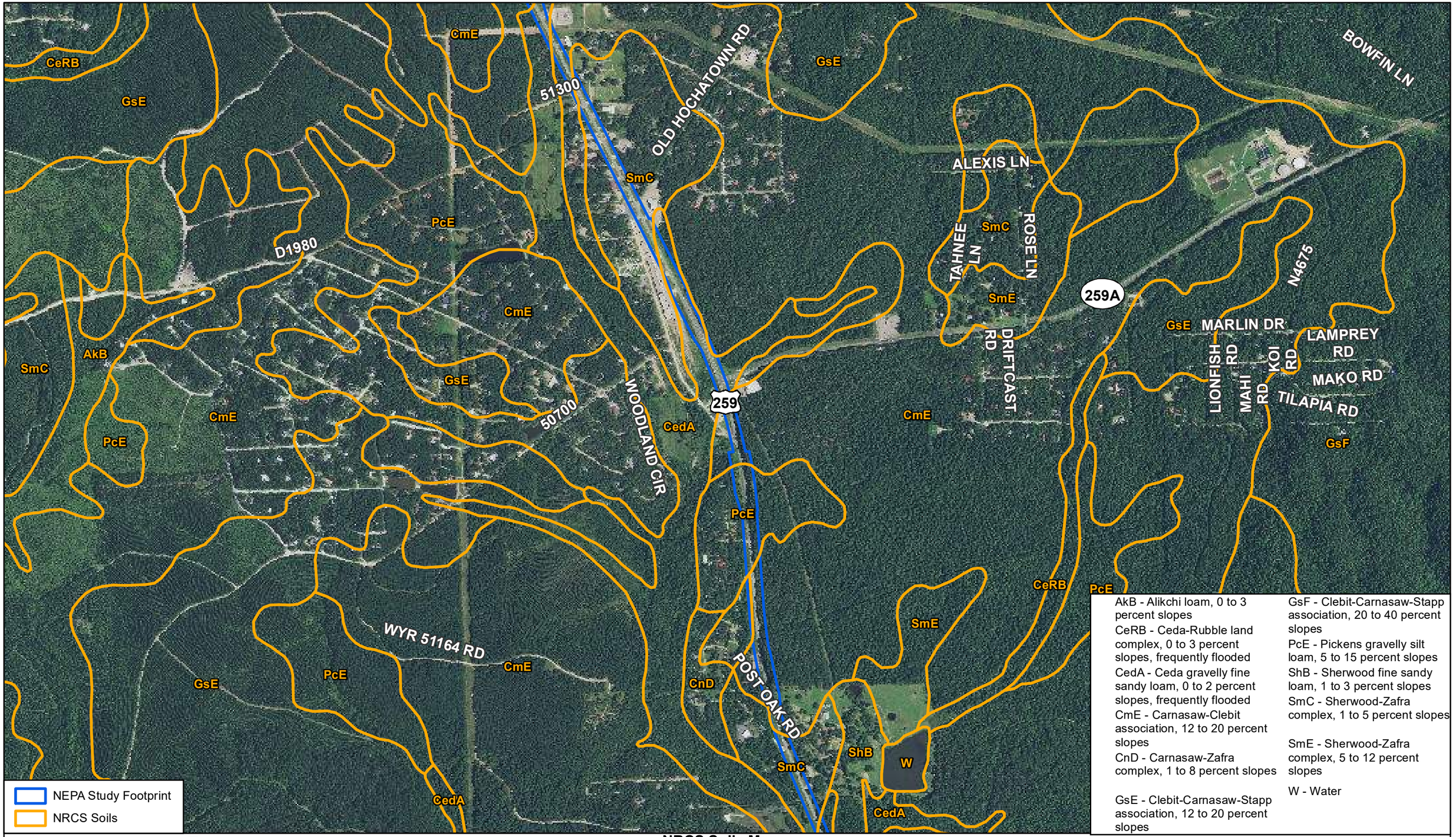

NRCS Soils Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 3b

OKLAHOMA Transportation

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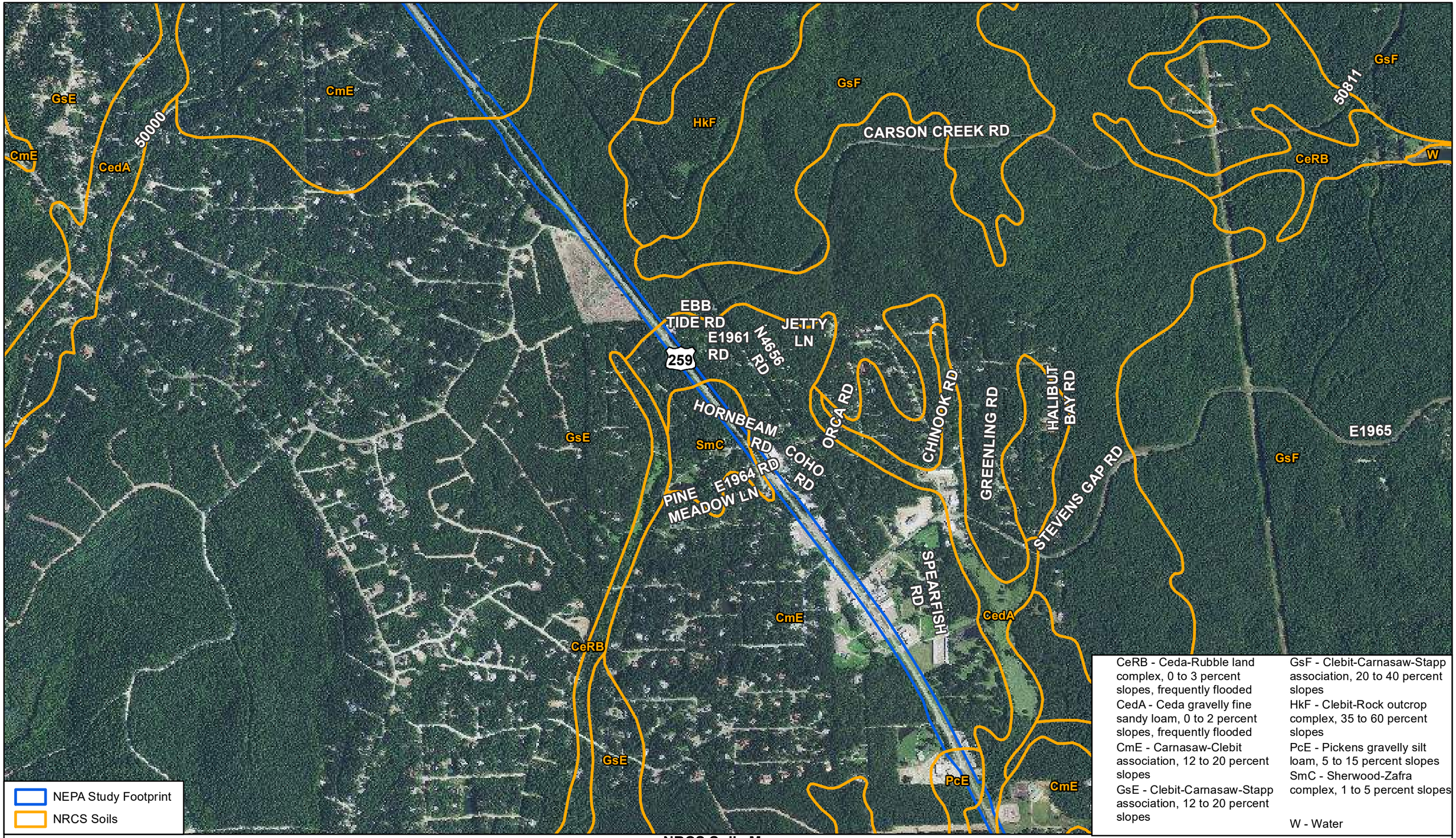

NRCS Soils Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 3c

OKLAHOMA Transportation

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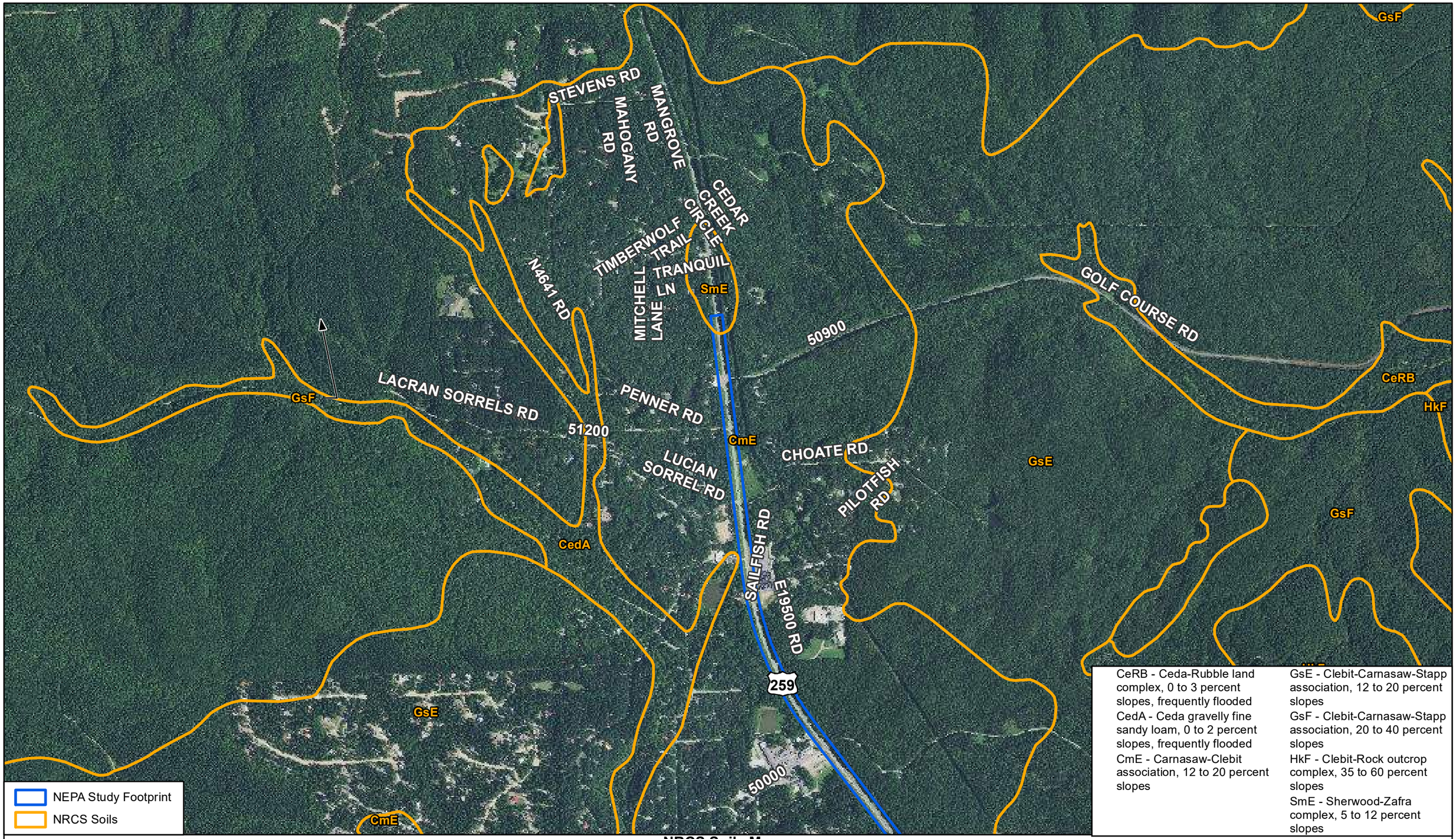
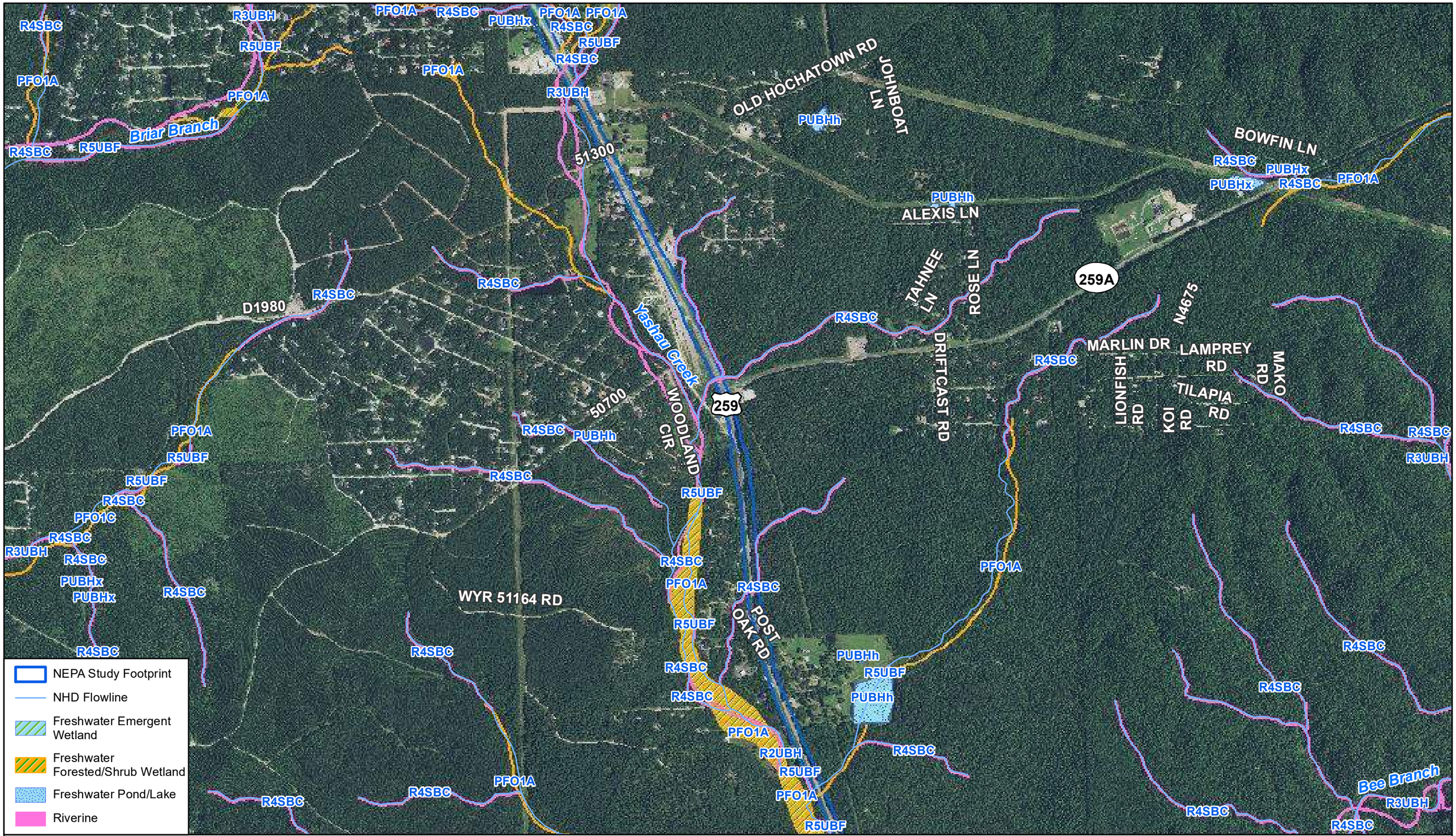


NRCS Soils Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County

Figure 3d

OKLAHOMA Transportation



NWI Waterbodies Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 4b

OKLAHOMA Transportation

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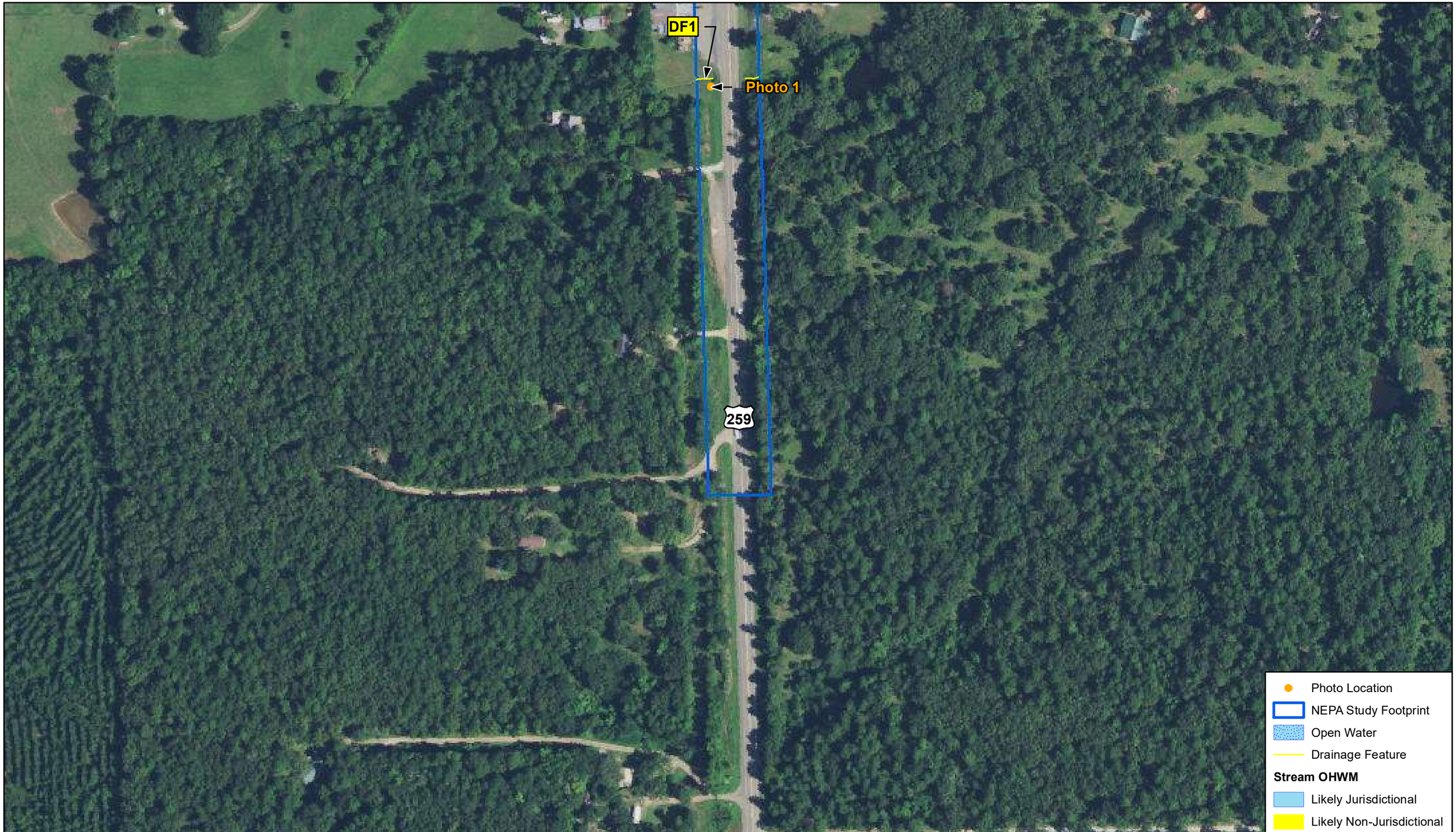
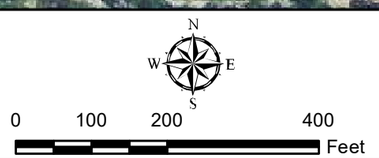


Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5a



OKLAHOMA Transportation

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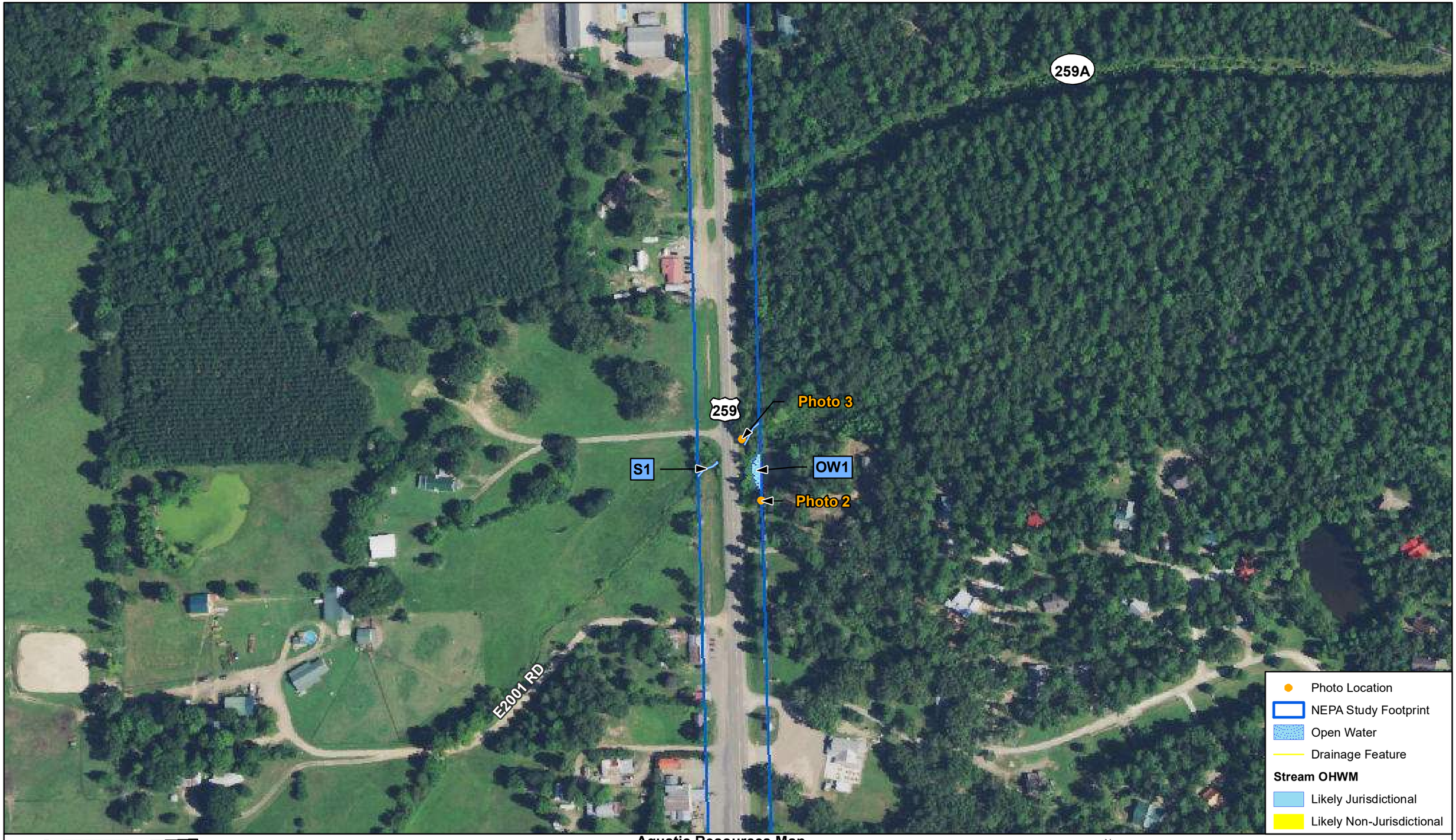
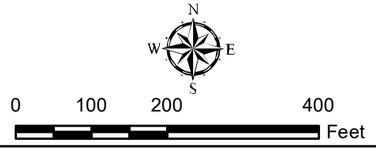


Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5b



OKLAHOMA Transportation

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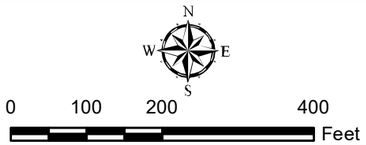
Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5c



OKLAHOMA Transportation

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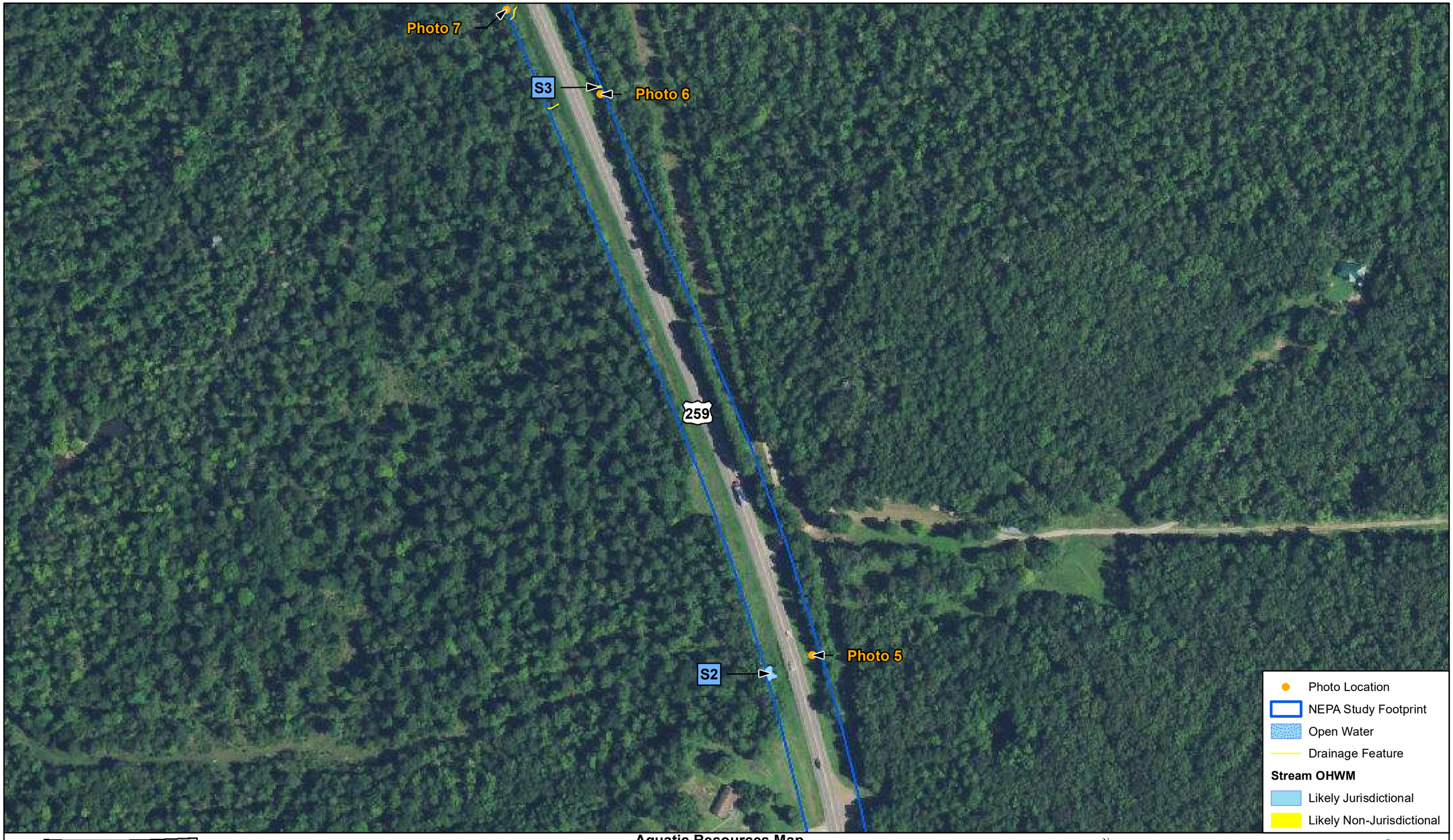

McCurtain County

Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5d

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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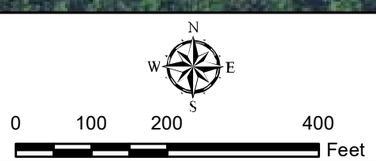
Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5e



OKLAHOMA Transportation

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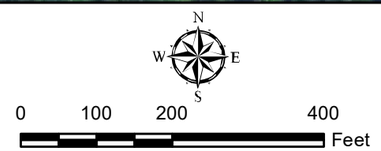
Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5f



OKLAHOMA Transportation

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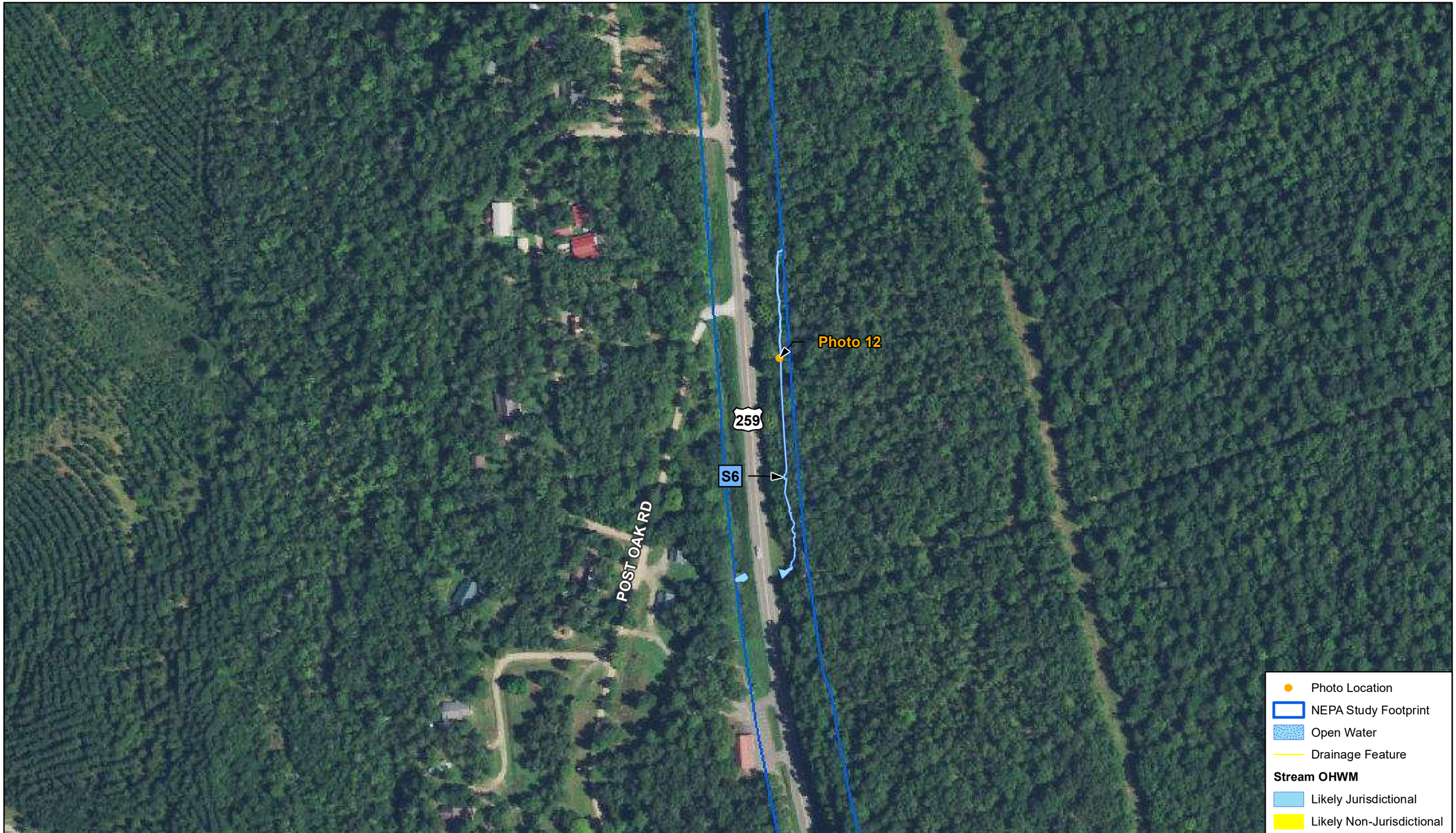

Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5g

OKLAHOMA Transportation

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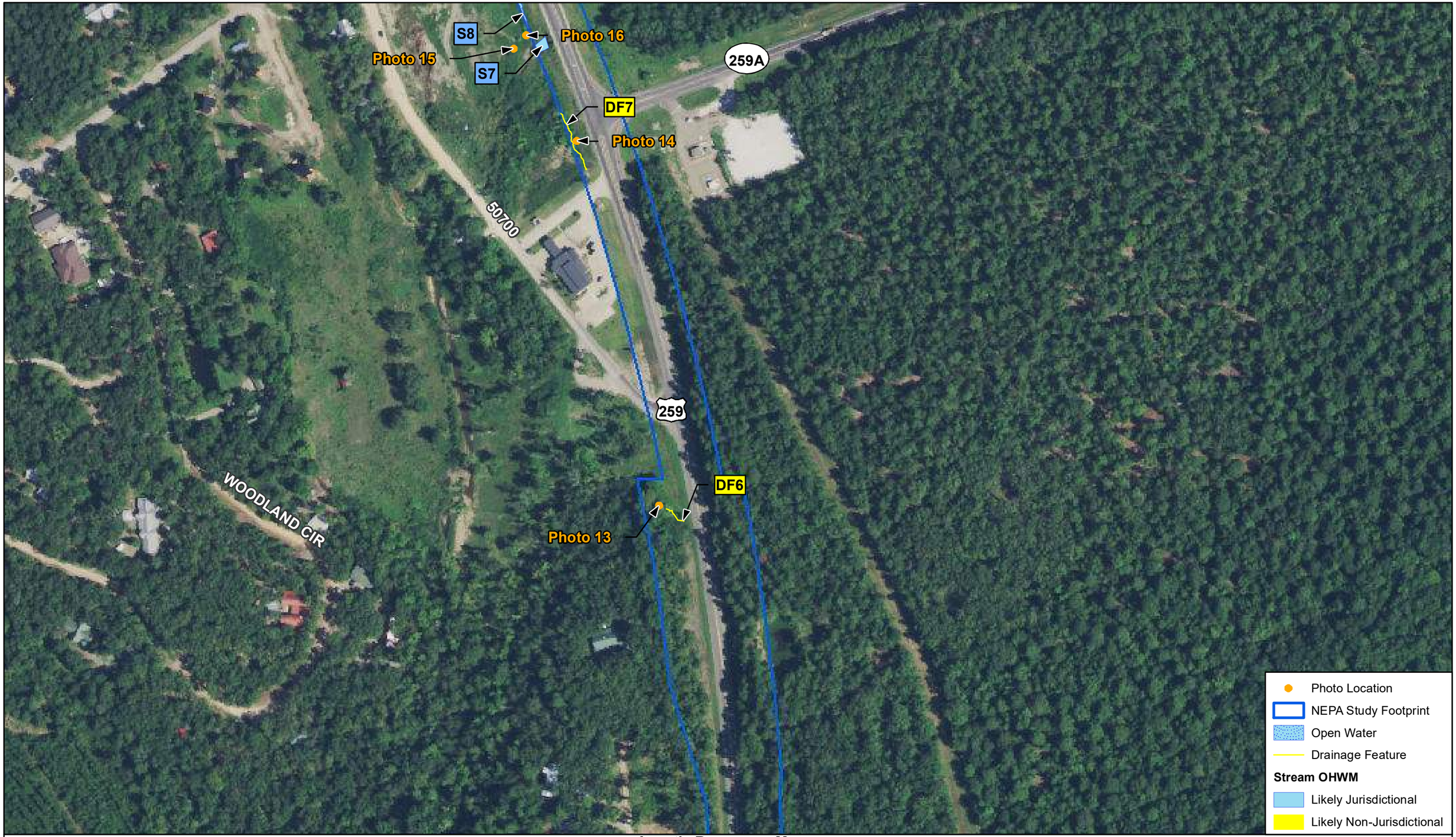

McCurtain County

Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5h

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Waters_Wetlands\5_Aquatic_11x17.mxd

Photo Location
NEPA Study Footprint
Open Water
Drainage Feature
Stream OHWM
Likely Jurisdictional
Likely Non-Jurisdictional

Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5i

N
W E
S

0 100 200 400
Feet

OKLAHOMA
Transportation

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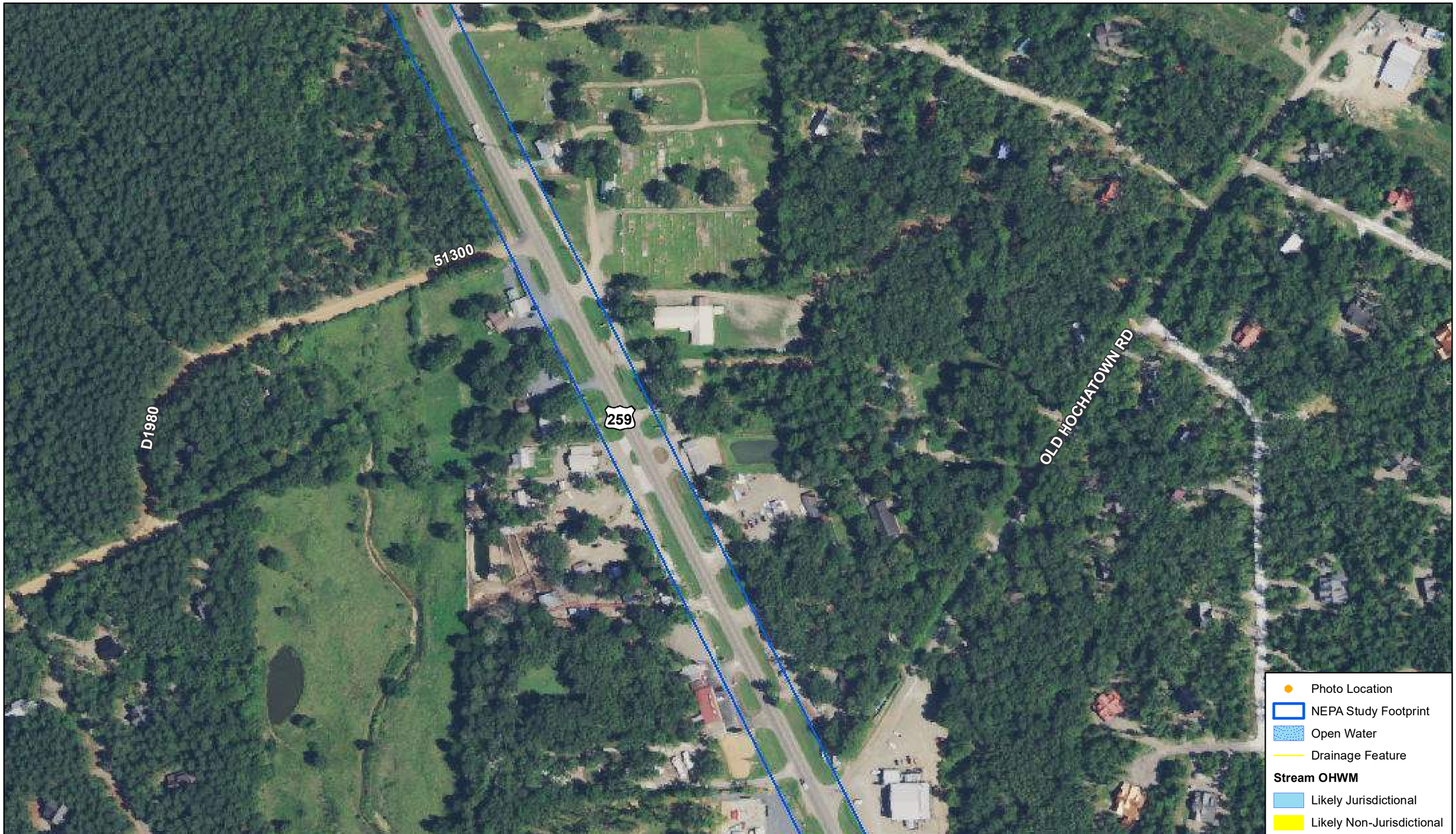
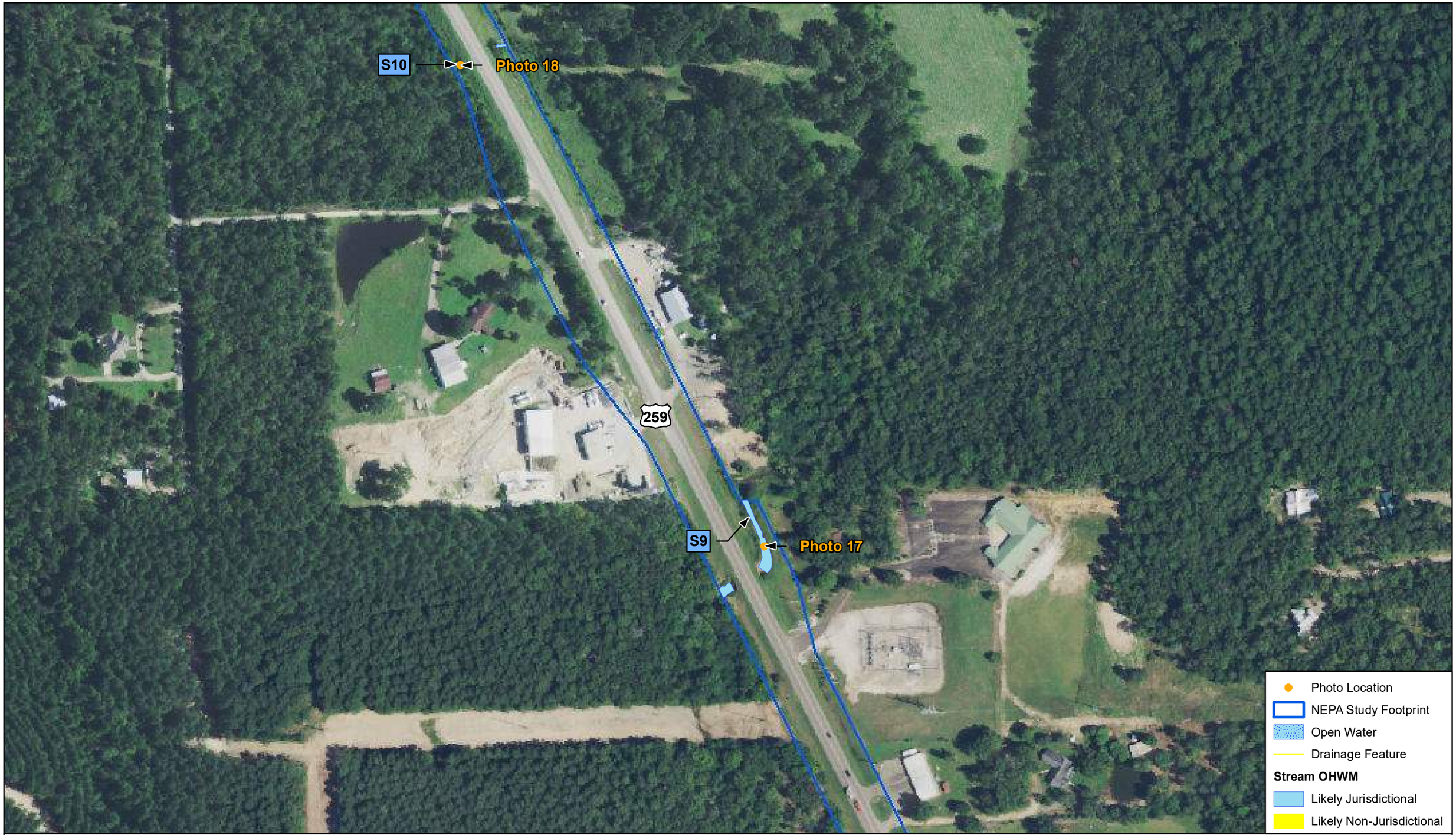


Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5j

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Waters_Wetlands\5_Aquatic_11x17.mxd



Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5k

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Waters_Wetlands\5_Aquatic_11x17.mxd

Photo Location
NEPA Study Footprint
Open Water
Drainage Feature

Stream OHWM

Likely Jurisdictional
Likely Non-Jurisdictional

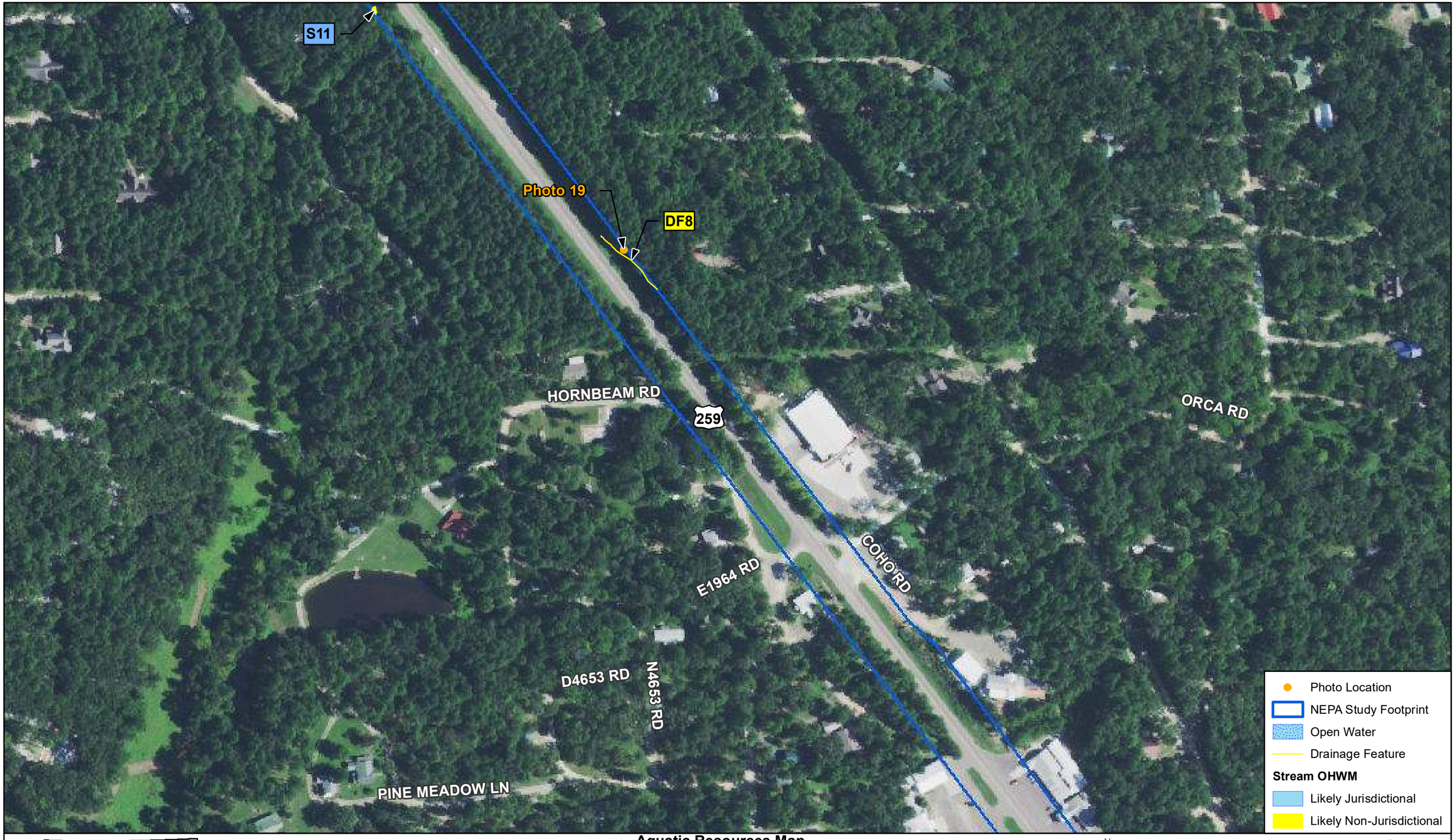
Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5l

N
W E
S

0 100 200 400
Feet

OKLAHOMA
Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Waters_Wetlands\5_Aquatic_11x17.mxd



McCurtain County

Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5m

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5n

OKLAHOMA Transportation

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Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5o

OKLAHOMA Transportation

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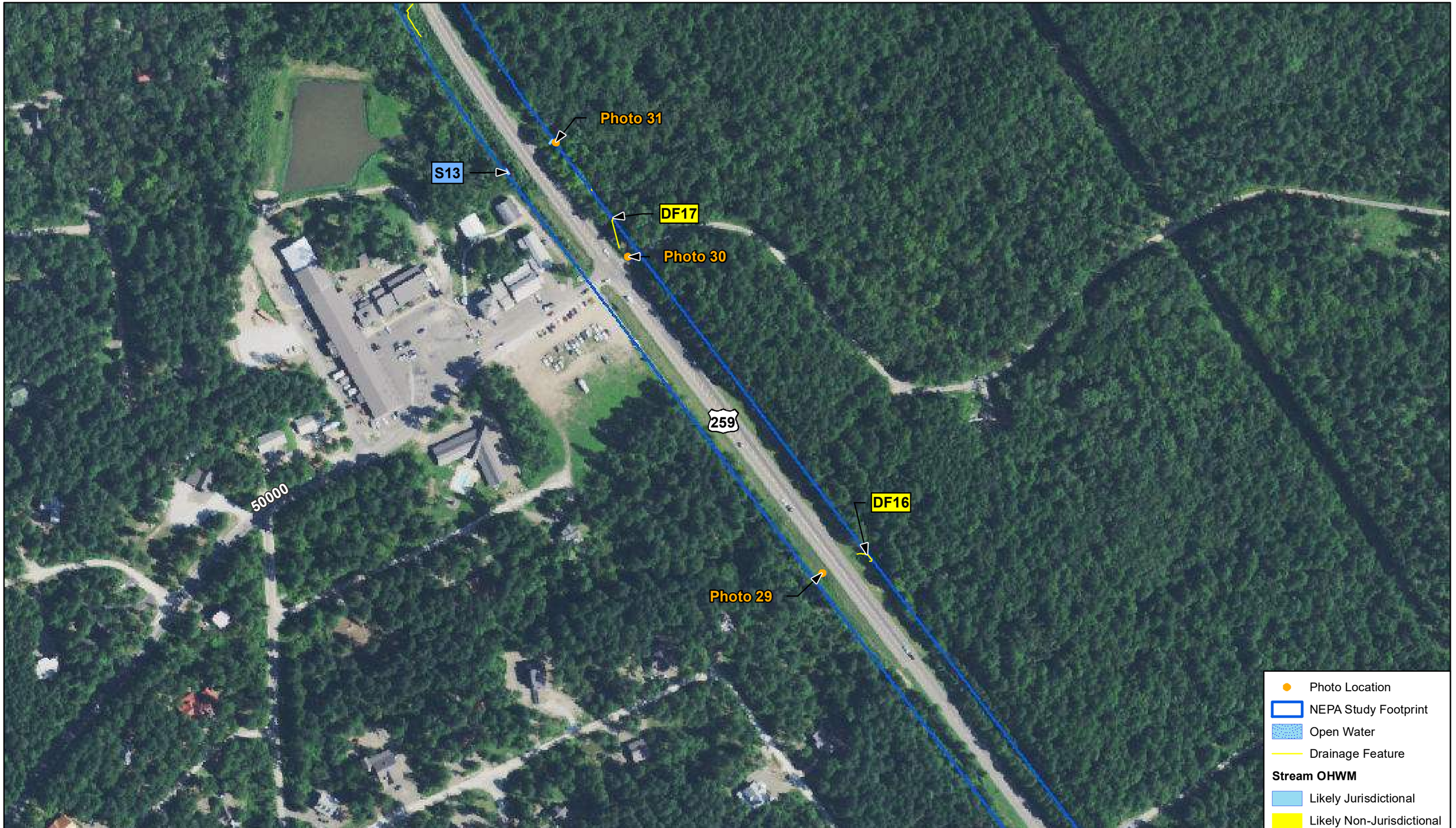
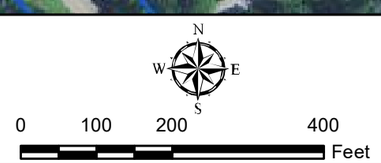


Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5p



OKLAHOMA Transportation

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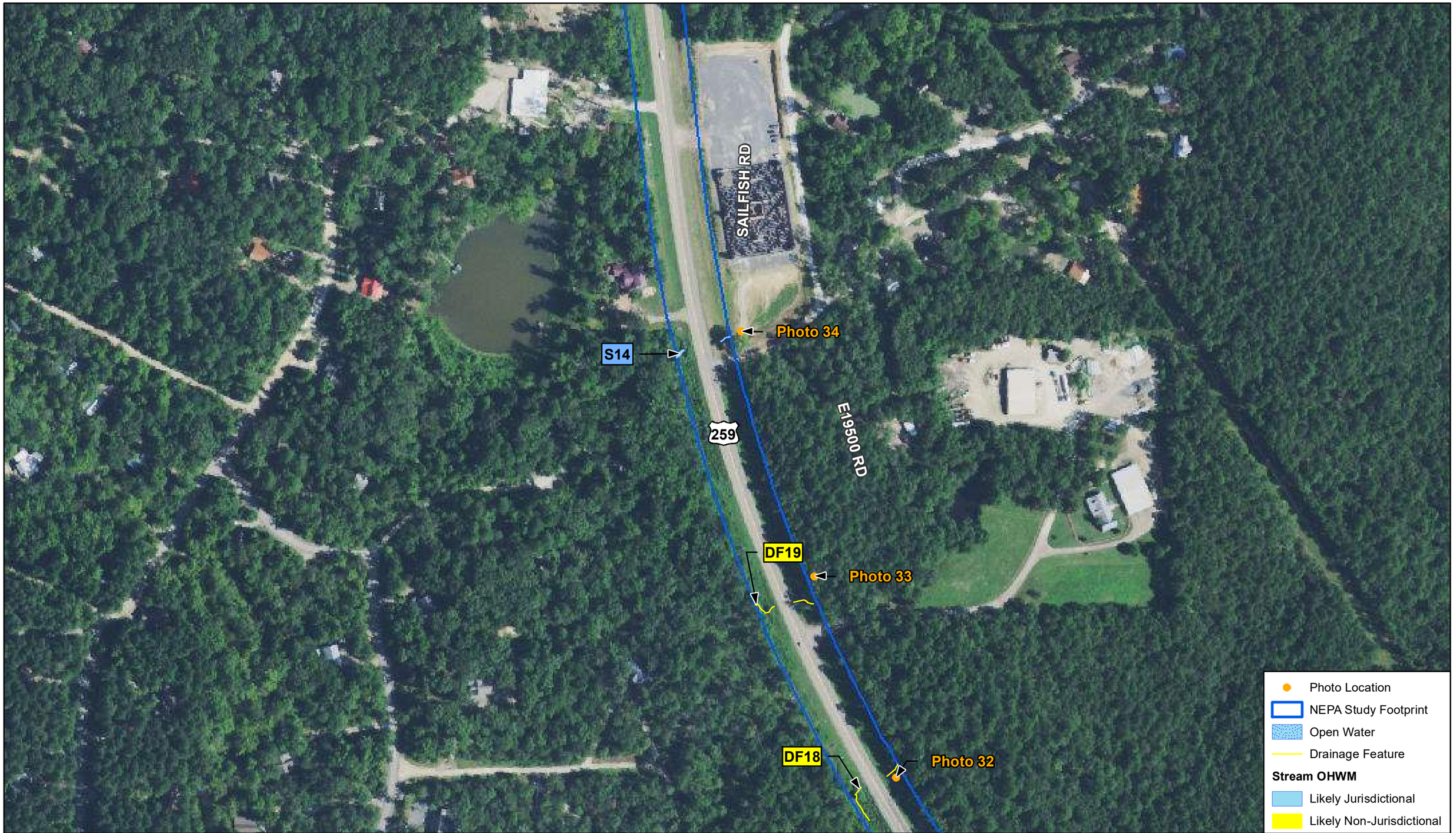

McCurtain County

Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5q

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

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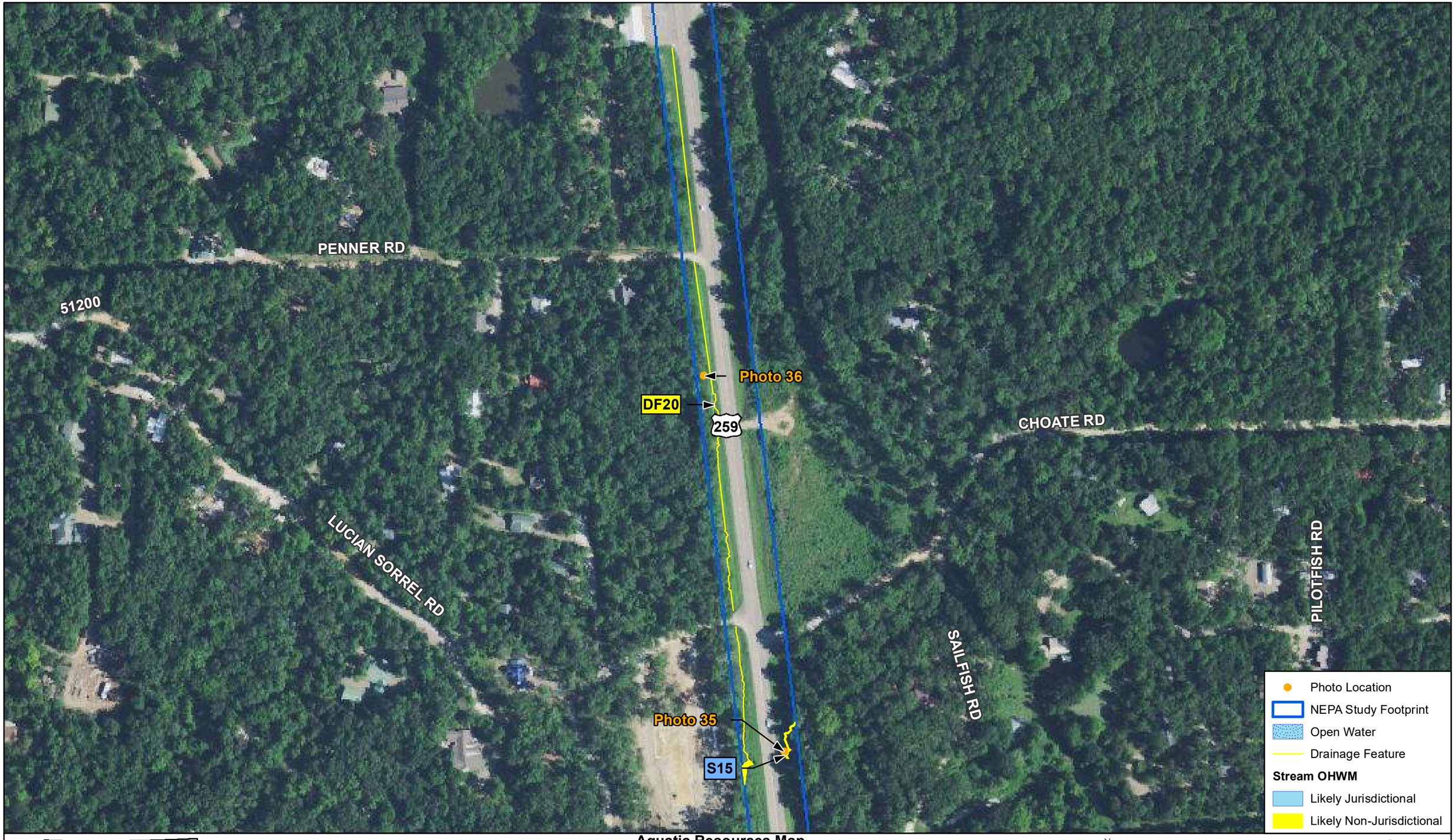

McCurtain County

Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5r

N W E S

0 100 200 400 Feet

OKLAHOMA Transportation

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CEDAR CREEK CIRCLE
HAWTHORN BRANCH RD
TIMBERWOLF TRAIL
MITCHELL LANE
TRANQUIL LN
259
DF21
Photo 37
50900
GOLF COURSE RD

Photo Location
NEPA Study Footprint
Open Water
Drainage Feature
Stream OHWM
Likely Jurisdictional
Likely Non-Jurisdictional

McCurtain County

Aquatic Resources Map
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 5s

N W E S
0 100 200 400 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Waters_Wetlands\5_Aquatic_11x17.mxd

Photo 1. Drainage Feature 1, facing north.

Photo 4. Drainage Feature 2, facing east.

Photo 2. Open Water 1, facing northeast.

Photo 5. Stream 2, facing east.

Photo 3. Upstream view of Stream 1, facing north.

Photo 6. Upstream view of Stream 3, facing east.

Photo 7. Drainage Feature 3, facing east.

Photo 8. Drainage Feature 4, facing west.

Photo 9. Downstream view of Stream 4, facing west.

Photo 10. Upstream view of Stream 5, facing east.

Photo 11. Drainage Feature 5, facing north.

Photo 12. Downstream view of Stream 6, facing south.

Photo 13. Drainage Feature 6, facing east.

Photo 16. Upstream view of Stream 8, facing north.

Photo 14. Drainage Feature 7, facing north.

Photo 17. Upstream view of Stream 9, Yashau Creek, facing north.

Photo 15. Upstream view of Stream 7, facing east.

Photo 18. Downstream view of Stream 10, facing west.

Photo 19. Drainage Feature 8, facing south.

Photo 22. Drainage Feature 10, facing west.

Photo 20. Downstream view of Stream 11, facing east.

Photo 23. Drainage Feature 11, facing south.

Photo 21. Drainage Feature 9, facing south.

Photo 24. Drainage Feature 12, facing south.

Photo 25. Drainage Feature 13, facing south.

Photo 28. Drainage Feature 15, facing north.

Photo 26. Downstream view of Stream 12, facing west.

Photo 29. Drainage feature 16, facing west.

Photo 27. Drainage Feature 14, facing north.

Photo 30. Drainage Feature 17, facing south.

Photo 31. Upstream view of Stream 13, facing east.

Photo 34. Upstream view of Stream 14, facing north.

Photo 32. Drainage Feature 18, facing north.

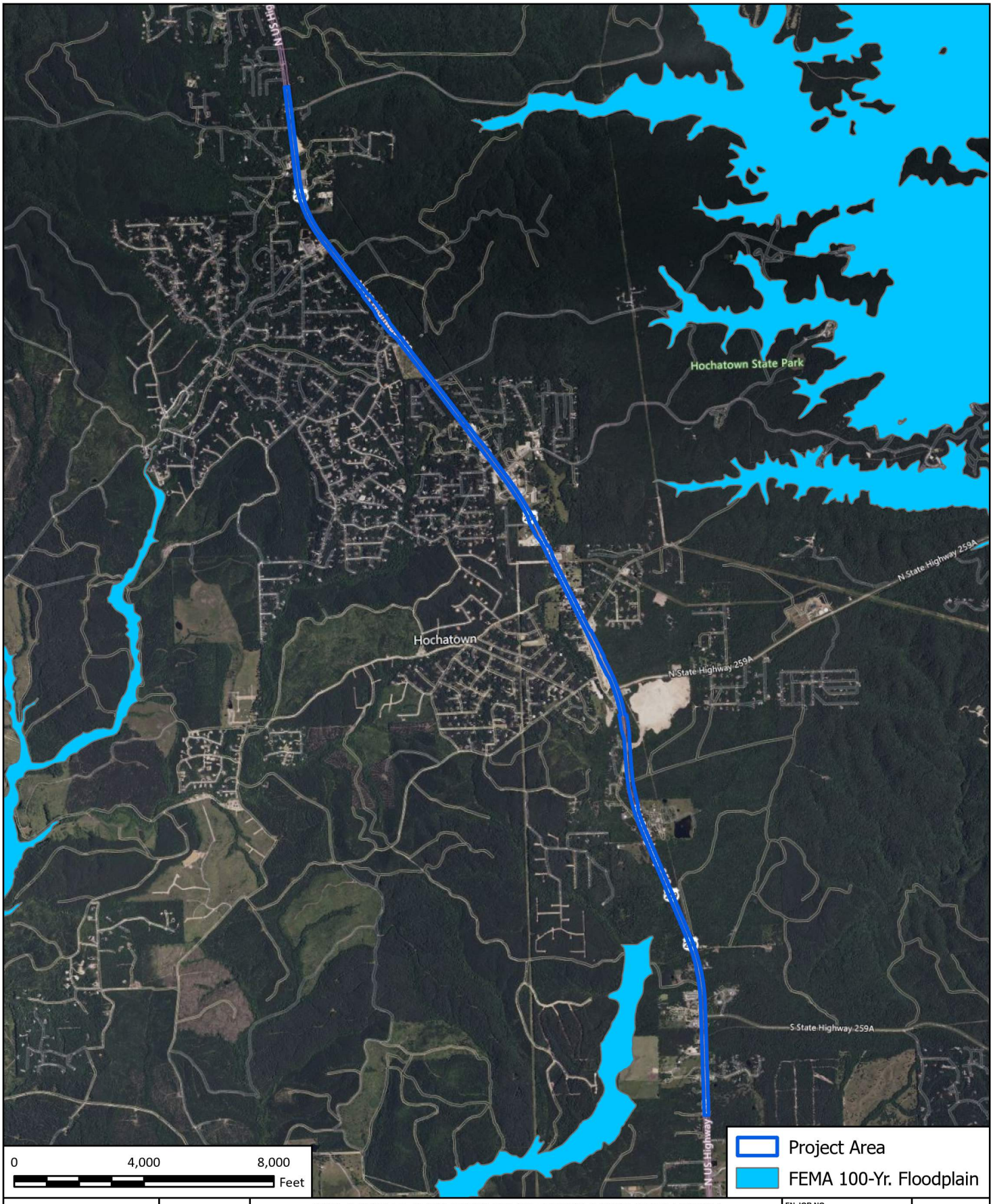
Photo 35. Upstream view of Stream 15, facing north.

Photo 33. Drainage Feature 19, facing north.

Photo 36. Drainage Feature 20, facing south.

Photo 37. Drainage Feature 21, facing north.

FLOOD PLAIN INFORMATION



FREESE AND NICHOLS
FREESE AND NICHOLS, INC
3600 NW 138th Street, Suite 202
Oklahoma City, Oklahoma 73134
Phone - (405)-607-7060

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

CI-2342A US-259

FEMA 100-Yr. Floodplain Map

FN JOB NO	ODT21749
FILE NAME	Phase1.mxd
DATE	5/31/2024
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DRAFTED	MK

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FIGURE

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NAD 1983 StatePlane Oklahoma South FIPS 3502 Feet

N R C S COORDINATION

The action occurs within existing right-of-way or in an urban area. Hence, the project will not affect any farmlands and does not require coordination with NRCS.

HAZARDOUS MATERIALS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
CONSULTANT REPORT REVIEW – HAZARDOUS MATERIALS

Reviewed By:	Mike Hixon	**County:**	McCurtain
Review Date:	12/18/23	**Project No.:**	J3-4333 (004)PM
Consultant:	Freeze & Nichols, Inc.	**J/P Number:**	34333 (04) (08)

1. PROJECT DESCRIPTION: Widen & Resurface on US-259 begin 6.25 miles north of Junction with SH-3 and extend north 6 miles, in McCurtain, County.

2. LEVEL OF INVESTIGATION: ☐Recon ☒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):

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: None needed.

6. GENERAL COMMENTS: An ISA was performed by Freeze and Nichols, Inc. on October 27, 2023. Two active gasoline dispensing facilities with USTs were identified on the project corridor, but no open LUST cases were identified. Closed LUST and spill cases were reviewed. The assessment concludes that there are no direct RECs that pose environmental risk to the proposed project. ODOT Hazardous Materials Standard Specification 107.15 is in effect in the event impacted soil/water are encountered. No further action is necessary to proceed.

EXCERPTS FROM ISA REPORT ARE ATTACHED

*The full document is on file with ODOT's Environmental Programs Division. Please contact David Edwards (405) 923-5171; daedwards@odot.org or Mike Hixon at (405) 595-8593; Michael.Hixon@odot.ok.gov for more information.

FREESE AND NICHOLS

Innovative approaches
Practical results
Outstanding service

Hazardous Materials Initial Site Assessment/ Phase I Environmental Site Assessment

U.S. Highway 259 Roadway Improvements McCurtain County, Oklahoma

Prepared for:

Oklahoma Department of Transportation

November 17, 2023

Prepared by:

FREESE AND NICHOLS, INC.
3600 NW 138th Street, Suite 202
Oklahoma City, Oklahoma 73134
405-607-7060
ODT21749

EXECUTIVE SUMMARY

Freese and Nichols, Inc. (FNI) conducted a Phase I Environmental Site Assessment (ESA) for the Oklahoma Department of Transportation (ODOT) as part of the Hazardous Materials Initial Site Assessment (HazMat ISA) review of the US Highway 259 (US-259) Roadway Improvements Project located in McCurtain County, Oklahoma (herein referred to as the study corridor). The study corridor begins at the intersection of West 9th Street and US-259 in Broken Bow and extends north approximately six miles in McCurtain County, Oklahoma. The study corridor, which mirrors the National Environmental Policy Act (NEPA) study area for the project, also extends 250 feet to either side of the existing roadway centerline.

The purpose of a Phase I ESA is to characterize environmental conditions within a study area by evaluating factors such as land use, site history, obvious indicators of environmental contamination, and the presence of adjacent or nearby properties that could pose environmental concerns.

A historical use review was conducted to determine past and current land use within the study corridor and in the surrounding area. Historical records indicate that the study corridor has been developed as a road right-of-way since as early as the 1930s. The surrounding area has remained undeveloped or used for commercial and residential purposes since at least the 1960s. The presence of fueling stations along or near the study corridor represent a REC relative to the study corridor and proposed project; however, no direct impacts or concerns were identified from these facilities.

A review of Federal and State environmental databases was conducted to identify potential concerns within the study corridor and on surrounding properties. Eighteen environmental records were identified in the regulatory database search within the search radii. After reviewing the properties identified in the environmental database search, four sites were determined to be Historical RECs in relation to the study corridor.

This assessment has revealed no direct RECs in relation to the study corridor that pose environmental risk to the proposed ODOT project. The presence of former leaking petroleum storage tank (LPST) sites and other commercial land uses along the study corridor, including fueling stations, represent potential RECs relative to the study corridor. However, the fueling station facilities do not appear to have a significant impact on the study corridor.

This Phase I ESA was prepared in conformance with the scope and limitations of ASTM Practice E1527-21 of the study corridor. Any exceptions to, or deletions from, this practice are described in Section 1.0 of this report. No additional environmental assessment is recommended for the study corridor based on the findings of this report.

1.0 INTRODUCTION

Freese and Nichols, Inc. (FNI) conducted a Phase I Environmental Site Assessment (ESA) for the Oklahoma Department of Transportation (ODOT) as part of the Hazardous Materials Initial Site Assessment (HazMat ISA) review of the US Highway 259 (US-259) Roadway Improvements Project located in McCurtain County, Oklahoma (herein referred to as the study corridor). The study corridor begins at the intersection of West 9th Street and US-259 in Broken Bow and extends north approximately six miles in McCurtain County, Oklahoma. The study corridor, which mirrors the National Environmental Policy Act (NEPA) study area for the project, also extends 250 feet to either side of the existing roadway centerline.

1.1 Purpose and Scope

The purpose of a Phase I ESA is to characterize environmental conditions within a study area by evaluating factors such as land use, site history, obvious indicators of environmental contamination, and the presence of adjacent or nearby properties that could pose environmental concerns. This Phase I ESA consists of an historical review of past land uses, a review of regulatory agency records for the study corridor and surrounding area, and a site visit.

This Phase I ESA was conducted in accordance with the following regulations and standards:

- American Society of Testing and Materials (ASTM) Standard E1527-21, Standard Practice for Phase I ESAs (2021), and
- Title 40 of the Code of Federal Regulations, Part 312 (40 CFR §312), Standards and Practices for All Appropriate Inquiries (AAI), Final Rule.

All historical and regulatory records found are evaluated to determine if a recognized environmental condition (REC) exists based on the proximity and elevation of an identified facility in relation to the study corridor. The ASTM standard defines a REC as:

> *"(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment."*

MCCURTAIN COUNTY, OKLAHOMA
259
Ouachita National Forest
Broken Bow Reservoir
Subject Property
259
70
N Park Dr
Broken Bow
0
10,000
20,000
Feet
Subject Property
FREESE AND NICHOLS, INC
3600 NW 138th Street, Suite 202
Oklahoma City, Oklahoma 73134
Phone - (405)-607-7060
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OKLAHOMA DEPARTMENT OF TRANSPORTATION
CI-2342A US-259
Vicinity Map
FN JOB NO
DOT21749
FILE NAME
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FIGURE

Table 3. Target and Adjacent Properties Identified in the Government Records Review

Facility Name Address	Location Relative to Study Corridor	Potential Environmental Risk	Regulatory Databases	Comments
US ARMY COE BROKEN BOW PROJECT OFFICE 9M NE OF US HWY 259, BROKEN BOW, OK 74728-0730	Target Property Elevation: 739.47 feet	Historical REC	RCRA GEN	• Conditionally Exempt Small Quantity Generator • Violation Date 4/20/2005 • Ignitable Waste • Resolution Date 5/20/2005
Big Frank's HWY 259 NORTHRT 4 BOX 82, Broken Bow, OK 74728	Target Property Elevation: 773.55 feet	Historical REC	LPST	• Leak Discovery Date: 5/31/94 • Leak Closure Date 3/12/01
			LPST	• Leak Discovery Date: 4/23/01 • Backfill sampling
			PST	• 3 steel single-walled USTs 2, 3000-gal gasoline 1, 10000-gal gasoline permanently out of use
E-Z Mart #4463 9914 N Hwy 259, Broken Bow, OK 74728	0.01 miles NE Elevation: 736.97 feet	Historical REC	LPST	• Assigned two case numbers • Leak Discovery Date: 3/15/16 • Leak Closure Date 9/8/16 •
			PST	• 3 steel with fiberglass double-walled USTs 1, 8081-gal gasoline 1, 12000-gal gasoline/diesel 1, 16132-gal E-10 gasoline currently in use • 2 steel with fiberglass double-walled ASTs 1, 10152-gal gasoline 1, 14089-gal gasoline permanently out of use
E-Z Mart #4457 6613 Hwy 259 N, Broken Bow, OK 74728	0.02 mile SW Elevation: 640.51 feet	Low	PST	• 2 steel single-walled USTs 1, 4000-gal 100% gasoline 1, steel double walled fiberglass 12000-gal E-10 gasoline • Currently in use

Facility Name Address	Location Relative to Study Corridor	Potential Environmental Risk	Regulatory Databases	Comments
Weyerhaeuser Company RT 1 BOX 618, Broken Bow, OK 74728	0.02 miles SW Elevation: 627.57 feet	Historical REC	LPST	• Leak Discovery Date: 1/29/04 • Leak Closure Date 6/1/04
Weyerhaeuser Company RT 1 BOX 618, Broken Bow, OK 74728	0.02 miles SW Elevation: 627.57 feet	Low	PST	• 2 steel single-walled USTs 1, 2000-gal gasoline 1, 2000-gal diesel permanently out of use
Weyerhaeuser RT 4 BOX 34-2 Broken Bow, OK 74728	0.02 miles SW Elevation: 627.57 feet	Low	PST	• 1 steel single-walled UST 1, 1000-gal gasoline permanently out of use
Fred & Lora Barrick STAR RT BOX 74, Broken Bow, OK 74728	Target Property Elevation: 625.32 feet	Low	PST	• 2 steel single-walled USTs 1, 2979-gal gasoline 1, 6063-gal gasoline permanently out of use
Lake Pine Retreat (J. Reinhart) RT. 4, BOX 36, Broken Bow, OK 74728	Target Property Elevation: 684.93 feet	Low	PST	• 2 steel single-walled USTs 500-gallon gasoline tanks permanently out of use
Mountaineer Store 6659 N US Hwy 259, Broken Bow, OK 74728	Target Property Elevation: 634.4-6 feet	Low	PST	• 3 steel single-walled USTs 3,1000-gallon gasoline tanks 1, 12000-gas gasoline/diesel steel with fiberglass double walled • permanently out of use
Mt. Cabins 6631 N US HWY 259, Broken Bow, OK 74728	Target Property Elevation: 634.46 feet	Low	PST	1 steel single-walled AST 1, 1000-gal diesel permanently out of use
D-W Bait #005 HIWAY 259, Broken Bow, OK 74728	Target Property Elevation: 748.99 feet	Low	PST	• 4 steel single-walled USTs 2, 550-gal gasoline/unknown 1, 1000-gal gasoline 1, 2000-gas gasoline permanently out of use
Lakeside Grocery 242 Stevens Gap Road, Broken Bow, OK 74728	0.23 miles NE Elevation: 731.02 feet	Low	PST	• Assigned two separate records • 2 steel single-walled USTs 2, 1050-gal gasoline permanently out of use • 2 steel single-walled ASTs 2, 1000-gal gasoline permanently out of use

Table 3 summarizes the findings of the regulatory database search. Each record is categorized on the basis of its potential concern relative to the study corridor using the following parameters:

- **Low Environmental Concern** is assigned to facilities that have obtained case closure or for incidents of such scale and/or location that there was low probability to have ever affected the study corridor. There is a low likelihood that activities occurring at the identified facility have affected or will affect the study corridor. No REC exists for the study corridor as a result of the identified facility.

- **Historical REC** is assigned to facilities where a past release of any hazardous substances or petroleum products has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

- **Controlled REC** is assigned to facilities where a REC resulting from a past release of hazardous substances or petroleum products has been addressed to the satisfaction of the applicable regulatory authority (for example, issuance of a no further action letter) or the required controls are in place to allow hazardous substances or petroleum products to remain in place under property restrictions (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

- **REC** is assigned to facilities that are located within or adjacent to the study corridor with the known presence or likely presence of any hazardous substance or petroleum products within the study corridor due to a direct release to the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment.

Eighteen environmental records representing 12 unique facilities were identified within the search radii during the regulatory database search. After reviewing the properties identified in the environmental database search, four sites were determined to be Historical RECs in relation to the study corridor.

The environmental records include three OCC Leaking Petroleum Storage Tank (LPST) sites, ten OCC Storage Tank (PST) sites, and one Resource Conservation and Recovery Act Generator (RCRA GEN) sites. After reviewing the environmental records identified in the environmental database search, the following records appear to represent a Historical REC relative to the study corridor:

There are five LPST records and four of the five LPST cases were closed and are considered historical RECs. An OCC Case TBF-0038 was opened for the Big Frank's facility for backfill sampling following the closure of OCC Case 064-1110, but no further correspondence was made with the results. The four LPST records with closed status are Historical RECs of low concern. The LPST record for Big Frank's

backfill sampling is likely of low concern due to the nature of confirmation sampling following the closure of case 064-1110 in March of 2001.

Of the twelve PST records, two facilities are listed with currently in use underground storage tanks (USTs). EZ Mart #4457 has two active USTs, and EZ Mart #4463 has three active underground storage tanks. The ten PST records with storage tanks that are permanently out of use are considered to be low environmental concern. Two PST records with active facilities were further considered to determine their potential to impact the proposed project and were determined to pose a low environmental concern.

The RCRA Generator record for the US Army Corps of Engineers (USACE) Broken Bow Office is a Historical REC as the violation for ignitable waste determined in April 2005 was resolved in May 2005. Furthermore, the USACE office is listed as a conditionally exempt small quantity generator and of low concern to the study corridor or proposed project.

An additional twelve unmapped or orphan sites were identified during the regulatory database search. These properties did not contain sufficient information to be mapped in relation to the study corridor. Freese and Nichols reviewed the list of facilities and location descriptions to determine if any of the unmapped sites were located within regulatory database search radii. These unmapped sites are listed in the orphan summary of the report in Appendix B.

4.2 Water Well Records

A regulatory record search of water wells within one quarter mile of the study corridor was conducted. A total of fourteen water well records were identified within the 0.25-mile search radius as summarized in Table 4. Of the fourteen water wells, one water well was designated as a TW well, one well did not have a designated well type, and twelve wells were designated as domestic water supply wells. More detailed information about these wells is located in Appendix B of this report.

4.3 Oil and Natural Gas Well Records

A regulatory record search of oil and natural gas wells within one quarter mile of the study corridor was conducted. No oil and natural gas well records were identified within the 0.25-mile search radius.

5.0 SITE VISIT

On October 27, 2023, FNI personnel, Christopher Mathew, conducted a site visit to the study corridor along US-259 in McCurtain County, Oklahoma. The study corridor, which mirrors the NEPA study area for the project, begins at the intersection of West 9th Street and US-259 in Broken Bow and extends to the north approximately six miles. The study area also extends 250 feet on either side of the existing US-259 roadway centerline. The study corridor and surrounding area were visited to visually evaluate the site for evidence of potential environmental concerns. Photographs documenting the site visit are included as Appendix C to this report.

The study corridor is currently developed as the US-259 right-of-way (Figure 2). FNI personnel conducted a driving survey of the entire study corridor as well as a pedestrian survey of all features present within the study area adjacent to the roadway. There are several commercial businesses on both the east and west sides of US-259. Two active fueling stations, EZ Go #4457 and 4463, were examined during the site visit. No evidence of spills or releases of petroleum products was observed at the fueling stations.

FNI representatives did not identify any evidence of improper use, storage, or disposal of hazardous substances or petroleum products within the study corridor during the site visit. No obvious indicators of environmental contamination, such as stressed vegetation, were observed within the study corridor. No evidence of misuse or improper storage of hazardous substances or petroleum products was observed on properties directly adjacent to the study corridor during the site visit. None of the site visit observations appeared to pose a potential REC or REC to the study corridor or the proposed project.

The surrounding area is predominantly developed for residential and commercial purposes. The commercial development did not appear to negatively impact the study corridor or surrounding area.

6.0 FINDINGS AND RECOMMENDATIONS

Historical records indicate that the study corridor has been developed as a road right-of-way as early as the 1930s. Table 5 summarizes the historical use of the site since the 1930s. The surrounding area has remained undeveloped or used for commercial and residential purposes since at least the 1960s. No RECs were identified during the review of historical records.

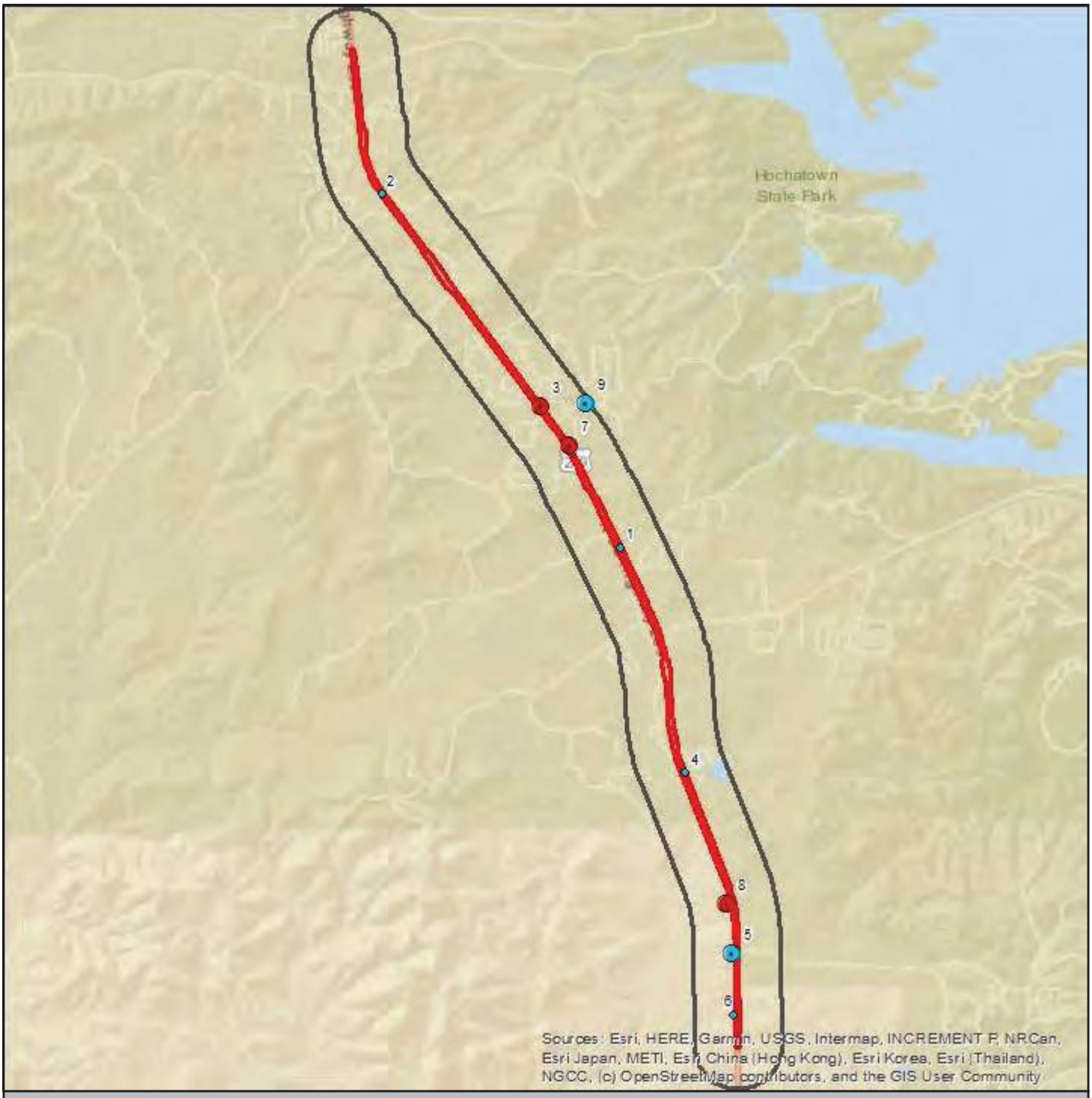
A review of Federal and State environmental databases was conducted to identify potential concerns within the study corridor and on surrounding properties. Eighteen environmental records were identified in the regulatory database search within the search radii. After reviewing the properties identified in the environmental database search, four sites were determined to be Historical RECs in relation to the study corridor.

This assessment has revealed no RECs in relation to the study corridor that pose environmental risk to the proposed ODOT project. The presence of former LPST sites and other commercial land uses along the study corridor, including fueling stations, may represent potential RECs to the study corridor. However, the fueling station facilities do not appear to have a significant impact on the study corridor at this time.

This Phase I ESA was prepared in conformance with the scope and limitations of ASTM Practice E1527-21 of the study corridor. Any exceptions to, or deletions from, this practice are described in Section 1.0 of this report. No additional environmental assessment is recommended for the study corridor based on the findings of this report.

This report is a summary of findings pursuant to the limited scope of services under which Freese and Nichols was retained. A Phase I ESA is intended to involve a limited level of investigation and is a tool that can be used to manage environmental risk. A Phase I ESA cannot eliminate this type of risk. Nothing in this report shall be deemed to insure, warrant, or represent that there are not additional environmental issues that might be discovered if further environmental evaluations are undertaken.

Summary Map - 0.25 Mile Buffer



CI-2342A US-259

Single Site | Cluster Site | Large Tract | Cluster Site with Large Tract

RCRA COR, RCRA TSD, CER, LPST, NPL, ST NPL, SWLF

Single Site | Cluster Site | Large Tract | Cluster Site with Large Tract

RCRA GEN, ST & FED BWN, ST & FED EC, ST & FED IC, DNPL, CER NFRAP, PST, VCP, ST CER

Single Site | Cluster Site | Large Tract | Cluster Site with Large Tract

ERNS, HW, RCRA, DRYC

Target Property

Search Buffer

1 : 55,500

1 inch = 0.876 miles
1 inch = 4625 feet
1 centimeter = 0.555 kilometers
1 centimeter = 555 meters

N

Lambert Conformal Conic Projection
1983 North American Datum
First Standard Parallel: 33 0' 00" North
Second Standard Parallel: 45 0' 00" North
Central Meridian: 96 0' 00" West
Latitude of Origin: 39 0' 00" North

Banks Environmental Data, Inc. - PO Box 12851 - Austin, TX 78711 - 800.531.5255 P - 512.478.1433 F
www.banksenvdata.com

Mapped Sites Summary

Database	Distance from Target Property	Map ID	Facility Site Name	Facility Site Address	Site Details Page #
RCRA GEN	Target Property	2	US ARMY COE BROKEN BOW PROJECT OFFICE	9M NE OF US HWY 259, BROKEN BOW, OK 74728-0730	27
LPST	Target Property	3	Big Frank's	HWY 259 NORTHRT 4 BOX 82, Broken Bow, OK 74728	29
LPST	Target Property	3	Big Frank's	HWY 259 NORTHRT 4 BOX 82, Broken Bow, OK 74728	30
LPST	0.01 miles NE	7	E-Z Mart #4463	9914 N Hwy 259, Broken Bow, OK 74728	31
LPST	0.01 miles NE	7	E-Z Mart #4463	9914 N Hwy 259, Broken Bow, OK 74728	32
LPST	0.02 miles SW	8	Weyerhaeuser Company	RT 1 BOX 618, Broken Bow, OK 74728	33
PST	Target Property	1	Fred & Lora Barrick	STAR RT BOX 74, Broken Bow, OK 74728	34
PST	Target Property	3	Big Frank's	HWY 259 NORTHRT 4 BOX 82, Broken Bow, OK 74728	35
PST	Target Property	4	Lake Pine Retreat (J. Reinhart)	RT. 4, BOX 36, Broken Bow, OK 74728	36
PST	Target Property	5	Mountaineer Store	6659 N US Hwy 259, Broken Bow, OK 74728	37
PST	Target Property	5	Mt. Cabins	6631 N US HWY 259, Broken Bow, OK 74728	38
PST	0.02 miles SW	5	E-Z Mart #4457	6613 Hwy 259 N, Broken Bow, OK 74728	39
PST	Target Property	6	D-W Bait #005	HIWAY 259, Broken Bow, OK 74728	40
PST	0.01 miles NE	7	E-Z Mart #4463	9914 N Hwy 259, Broken Bow, OK 74728	41
PST	0.02 miles SW	8	Weyerhaeuser	RT 4 BOX 34-2, Broken Bow, OK 74728	42
PST	0.02 miles SW	8	Weyerhaeuser Company	RT 1 BOX 618, Broken Bow, OK 74728	43
PST	0.23 miles NE	9	Lake Side Gro.	ADDRESS UNKNOWN, Broken Bow, OK 74728	44
PST	0.23 miles NE	9	Lakeside Grocery	242 Stevens Gap Road, Broken Bow, OK 74728	45

*Sites are sorted by database tier, database, and distance from the target site.

End of Mapped Sites Summary Section

Banks Environmental Data, Inc. - PO Box 12851 - Austin, TX 78711 - 800.531.5255 P - 512.478.1433 F
www.banksenvdata.com

PMI
POLLUTION MANAGEMENT, INC.

17476 Highway 412 East • Springdale, Arkansas 72764
Phone (479) 750-7131 • Fax (479) 750-7134

June 13, 2016

Mr. Jim Crawford
Oklahoma Corporation Commission
Petroleum Storage Tank Division
P.O. Box 52000
Oklahoma City, Oklahoma 73152-52000

Subject: Monitoring Well Installation Report

Facility: E-Z Mart Store #757
9914 US 259 N.
Broken Bow, Oklahoma 74728
McCurtain County
Facility ID# 45-14580 Case #064-4058
P.O. # NYE

Dear Mr. Crawford:

On behalf of E-Z Mart Stores, Inc., Pollution Management, Inc. (PMI) is submitting the attached "Boring or Monitoring Well Installation Report" and related support documentation for the referenced petroleum storage tank facility and split case number. This report is intended to document recent drilling, monitoring well installations and related site activities. Separate releases of diesel fuel and gasoline was confirmed at the facility in March of 2016 and two (2) split cases were subsequently activated.

Releases were confirmed based on the results of soil sample analyses during the permanent closure and removal of the former AST piping. The convenience store facility was recently remodeled and upgraded for retail fuel distribution utilizing new replacement UST systems.

In accordance with a pre-approved work plan, PMI has completed the following activities:

- Auger drilling and installation of four (4) ORBCA groundwater monitoring wells;
- Collection & analysis of two (2) Shelby tube geotechnical soil samples;
- Chemical analysis of eight (8) soil and four (4) groundwater samples for the petroleum chemicals of concern BTEX, TPH-GRO and TPH-DRO;
- Handling and disposal of investigation-derived waste soils and fluids.

The following report sections describe the approved drilling, sampling and analysis activities conducted during May of 2016.

Groundwater Monitoring Well Installations & Sampling:

PMI mobilized equipment and crews on May 18, 2016 to conduct auger drilling, soil sampling and installation of four (4) ORBCA groundwater monitoring wells (MWs) at various on-site locations. The PSTD and PEA were notified of the field scheduling and was not present during the drilling and well installation activities.

The monitoring wells were sampled and installed as MW-1 through MW-4. The wells were drilled to approximate depths of 20' below ground level (bgl). The wells were installed by an OWRB-licensed driller using a truck mounted rotary drilling rig and 8.25" diameter hollow-stem augers. Soil sampling and field screening were continuous during drilling over 1' vertical depth intervals using a PID instrument.

The surface soils consisted of brown-tan-red silt loams and clays to depths of 6' bgl. The surface soils contained abundant bedded Novaculite and Quartzite gravels. The deeper sub-soils consisted of brown-buff weathered shales which transitioned into bright grey, Novaculite shale with increasing depth. Soil groundwater saturation was typically observed in shale bedding planes at depths ranging from 9' to 13' bgl in all borings.

Based on the results of PID instrument field screening, two (2) soil grab samples were collected from each boring/well location using Terra-core sampling techniques and Methanol preservation methods. In addition, two (2) Shelby tube geotechnical soil samples were collected as samples GTS-1 and GTS-2 from borings MW-2 and MW-4. Following soil sample collection, the 8.25" diameter borings were each converted into ORBCA groundwater monitoring wells.

The wells were constructed with 2" diameter PVC casing and 0.010' factory-slotted screen. The well filter packs consisted of 20/40-grade Silica sand. The wells were screened from approximate depths of 5' to 20' bgl. The wells were completed at the surface with 8" diameter flush-mount well covers. Please refer to the attached soil boring logs and OWRB well reports to review details of the well constructions.

The four (4) monitoring wells were initially gauged and surge-developed on May 25, 2016 and a total of 44 gallons of purge water were generated and placed into one (1) 55-gallon drum. The groundwater monitoring wells were also gauged a second time on June 9, 2016 in conjunction with removal and disposal of the drummed wastes.

The depths to groundwater in the monitoring wells on May 25, 2016 ranged from 7.11' below top of casing in MW-1 to a maximum of 9.55' in MW-2. The average depth to static groundwater level on that date was 8.04' below top of casing. Hydraulic gradients across the site ranged from 0.011 ft. /ft. to 0.049 ft./ft. No measureable free product or fuel sheen was observed in any of the ORBCA monitoring wells during two (2) gauging events.

The groundwater elevations on May 25, 2016 indicated shallow groundwater flow toward the south-southeast, which is consistent with topographic surface gradients for the area. Please refer to **Drawing 5** to review an interpretive potentiometric surface map for that date. Please refer to **Appendix A, Table 1** to review a tabular summary of the groundwater gauging data for all well locations.

Soil & Groundwater Analysis & Contaminant Distributions:

A total of eight (8) soil samples were collected from the soil borings/monitoring wells on May 18-19, 2016. Groundwater samples were successfully collected from 4 of 4 ORBCA monitoring wells on May 25, 2016.

The soil and groundwater samples were analyzed to determine concentrations of BTEX, Naphthalene, TPH-GRO and TPH-DRO by an independent, ODEQ-certified laboratory. The groundwater samples were also analyzed to determine concentrations of the fuel additive MTBE.

The soil analyses indicated that *no detectable concentrations* of BTEX or Naphthalene were present in any of the eight (8) soil samples. TPH-GRO and TPH-DRO were detected in 2 of 8 soil samples (MW-3), at maximum concentrations of 35.10 mg/Kg and 324.0 mg/Kg, respectively.

Please refer to **Appendix A, Table 2** to review a tabular summary of the soil analytical data for the soil borings and monitoring wells. Please refer to report **Drawings 2, 3 & 4** to review interpretive contoured concentration maps for Benzene, TPH-GRO and TPH-DRO in soil.

The groundwater analyses indicated trace-level to low detections of certain petroleum chemicals of concern in 3 of 4 monitoring wells/samples. Benzene was detected at a maximum concentration of 0.022 mg/L in monitoring well MW-4. Low-level concentrations of other chemicals of concern in groundwater - including MTBE, were also detected in certain samples.

Please refer to report **Drawings 6, 7 & 8** to review interpretive contoured concentration maps for Benzene, TPH-GRO and TPH-DRO in groundwater. Please refer to **Table 3** to review a tabular summary of the groundwater analytical data. Please refer to report **Appendix C** to review the complete laboratory analytical reports including detection limits and chain of custody documentation.

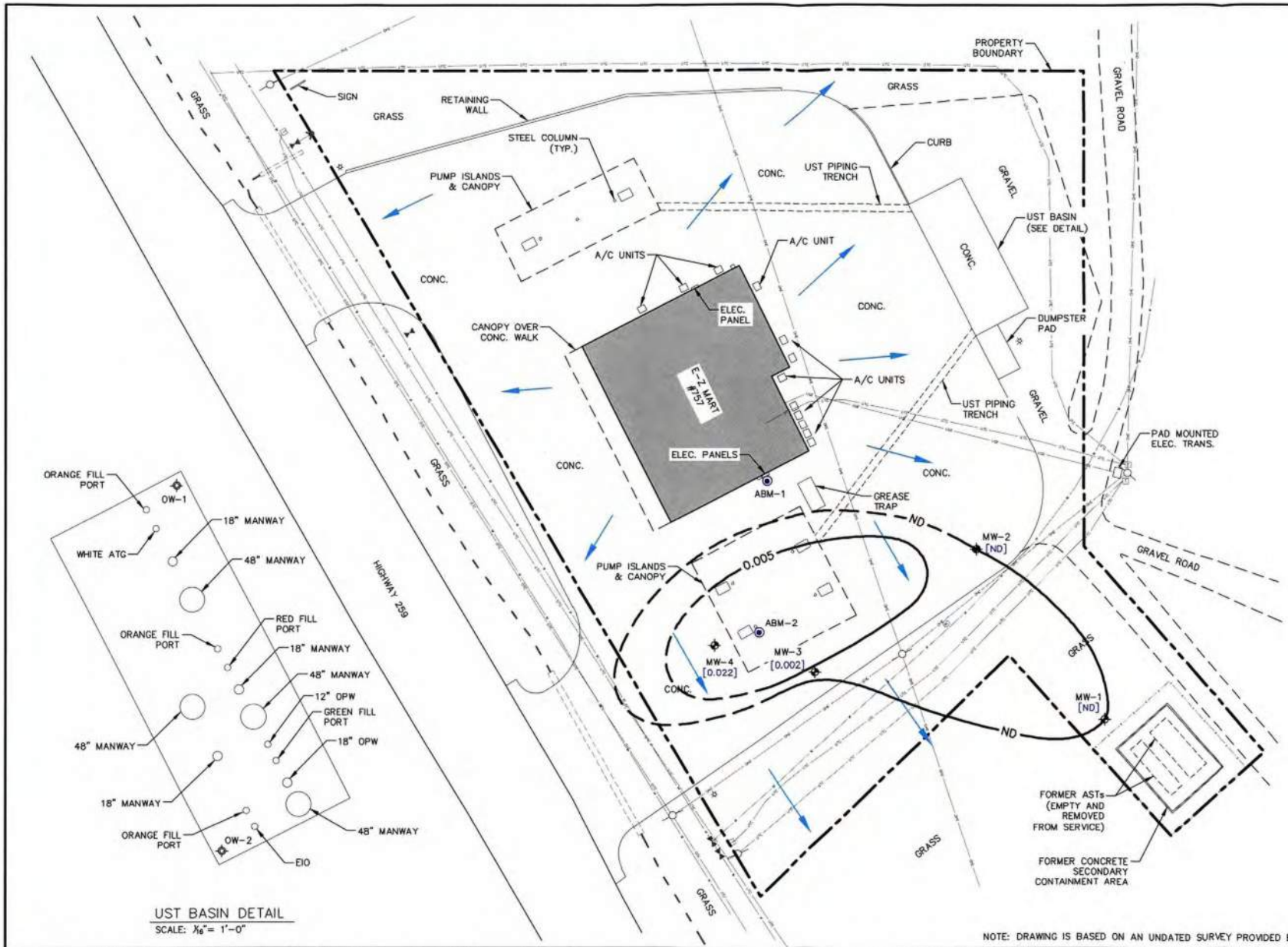
The current soil and groundwater data indicate low to trace levels of gasoline-range and diesel-range petroleum contamination within the shallow soil intervals, extending from near the ground surfaces to approximate depths of 9' bgl. Although Benzene groundwater concentrations fractionally exceeded the PSTD action level of 0.005 mg/L for that chemical, the overall risks associated with this release appear to be minimal.

If you have any questions regarding this report or the information provided, please do not hesitate to contact me at (479) 750-7131.

Sincerely,

Greg Wells, P.G.
PMI Project Manager

cc: Mr. Steve Launius, E-Z Mart Stores, Inc.
File No. EZMA-10318



UST BASIN DETAIL
SCALE: 1/8"= 1'-0"

LEGEND:

- BENZENE GROUNDWATER CONCENTRATION CONTOURS (INFERRED WHERE DASHED)
- [0.022] BENZENE GROUNDWATER CONCENTRATION (mg/L)
- [ND] NON-DETECT, BELOW METHOD DETECTION LIMITS
- MONITORING WELL
- OBSERVATION WELL
- ARBITRARY BENCHMARK
- PROPERTY BOUNDARY
- AST PIPING EXCAVATION LIMIT
- FENCE
- OVHD POWER LINE
- UGD POWER LINE
- POWER POLE
- LIGHT POLE
- OVHD TELECOMM LINE
- UGD TELECOMM LINE
- TELEPHONE PEDESTAL
- GAS LINE
- GAS METER
- WATER LINE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- SANITARY SEWER LINE
- SANITARY SEWER MANHOLE
- DRAINAGE DITCH/SWALE
- DRAINPIPE/CULVERT
- SURFACE GRADIENT

NOTE: DRAWING IS BASED ON AN UNDATED SURVEY PROVIDED BY THE CLIENT.

CIVIL ENGINEERING AND ENVIRONMENTAL SERVICES
3512 South Shackleford Rd
Little Rock, Arkansas 72205
(501) 221-7122 fax (501) 221-7775

SUBMITTED	G. WELLS
DRAWN	J. BLACK
CHECKED	G. WELLS
DATE	JUN. 8, 2016

SCALE
0 40'

MONITORING WELL INSTALLATION REPORT
E-Z MART #757
9914 HIGHWAY 259 N.
HOCHATOWN, OKLAHOMA 74728
FACILITY ID# 45-14580 CASE # 064-4058

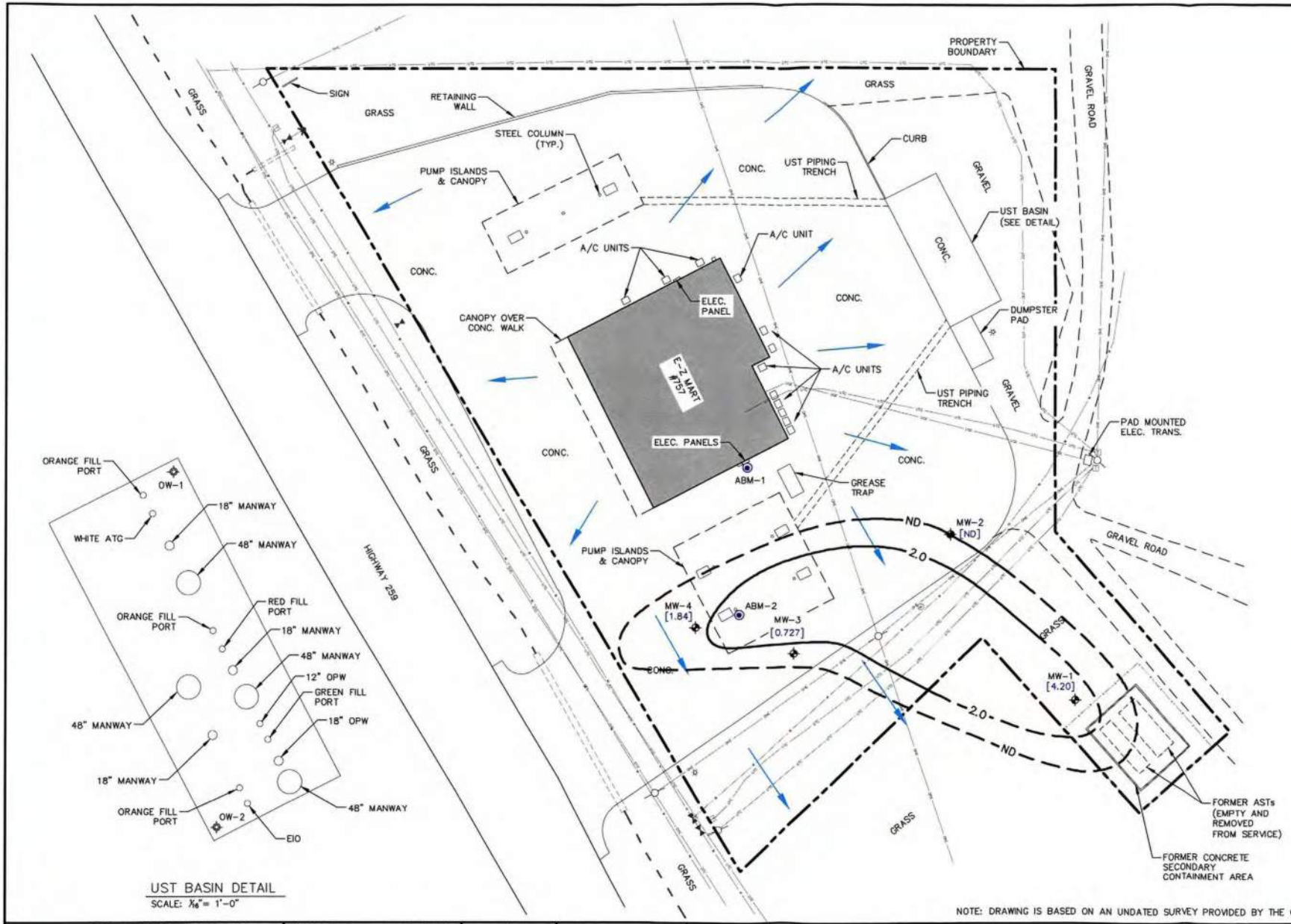
BENZENE GROUNDWATER CONCENTRATIONS MAY 25, 2016

JOB NUMBE
EZMA-1031

DRAWING NO
6

FILE: L:\EZ MART\EZMA-10318 - ISC - E-Z MART #757 - BROKEN BOW, OK\REPORTS\MW INSTALLATION REPORT\DRAWINGS\EZMA-10318 MW INSTALLATION RPT.DWG

IMAGED 6/16/2016



UST BASIN DETAIL
SCALE: 1/8" = 1'-0"

LEGEND:

- TPH-GRO GROUNDWATER CONCENTRATION CONTOURS (INFERRED WHERE DASHED)
- [4.20] TPH-GRO GROUNDWATER CONCENTRATION (mg/L)
- [ND] NON-DETECT, BELOW METHOD DETECTION LIMITS
- MW-# MONITORING WELL
- OW-# OBSERVATION WELL
- ABM-# ARBITRARY BENCHMARK
- PROPERTY BOUNDARY
- AST PIPING EXCAVATION LIMIT
- FENCE
- OVHD POWER LINE
- UGD POWER LINE
- POWER POLE
- LIGHT POLE
- OVHD TELECOMM LINE
- UGD TELECOMM LINE
- TELEPHONE PEDESTAL
- GAS LINE
- GAS METER
- WATER LINE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- SANITARY SEWER LINE
- SANITARY SEWER MANHOLE
- DRAINAGE DITCH/SWALE
- DRAINPIPE/CULVERT
- SURFACE GRADIENT

NOTE: DRAWING IS BASED ON AN UNDATED SURVEY PROVIDED BY THE CLIENT.

CIVIL ENGINEERING AND ENVIRONMENTAL SERVICES
3512 South Shackleford Rd
Little Rock, Arkansas 72205
(501) 221-7122 fax (501) 221-7775

SUBMITTED	G. WELLS
DRAWN	J. BLACK
CHECKED	G. WELLS
DATE	JUN. 8, 2016

SCALE
0 40'

MONITORING WELL INSTALLATION REPORT
E-Z MART #757
9914 HIGHWAY 259 N.
HOCHATOWN, OKLAHOMA 74728
FACILITY ID# 45-14580 CASE # 064-4058

TPH-GRO GROUNDWATER CONCENTRATIONS MAY 25, 2016

JOB NUMBER EZMA-1031

DRAWING NO 7

FILE: L:\EZ MART\EZMA-10318 - ISC - E-Z MART #757 - BROKEN BOW, OK\REPORTS\MW INSTALLATION REPORT\DRAWINGS\EZMA-10318 MW INSTALLATION RPT.DWG

IMAGED 6/16/2016

IMAGED 10/14/2014

Susan

B ANTHONY
C nissioner

DENISE A. BODE
Commissioner

JEFF CLOUD
Commissioner

OKLAHOMA CORPORATION COMMISSION
PETROLEUM STORAGE TANK DIVISION
(405) 521-4683 FAX: (405) 521-4945

JIM THORPE BUILDING, RM 238 • PO BOX 52000-2000 • OKLAHOMA CITY, OK 73152-2000

June 1, 2004

Case ID #064-2797
Facility ID #45-02412
Final Closure

Weyerhaeuser Company
Attn: Mr. Greg W. Jones, Environmental Manager
P.O. Drawer 1100
Ruston, Louisiana, 71273-1100

RE: APPROVAL OF REVISED INITIAL RESPONSE AND ABTAEMENT AND INITIAL SITE CHARACTERIZATION REPORT AND CLOSURE OF RELEASE CASE FOR THE SITE:

Former Craig Fiberboard Facility
210 Craig Mill Road
Broken Bow, Oklahoma

Dear Mr. Jones:

We have reviewed the revised Initial Response and Initial Site Characterization Report (ISCR) that was submitted by your UST Consultant. This report addresses the deficiencies noted in the previous denial notice dated April 20, 2004. This revised report was approved on May 19, 2004. A Copy of this letter is being sent to your Consultant, who will know what to do next.

Based on the data submitted in the ISCR, and on data contained in the report you submitted on the additional assessment investigation of this facility that was previously conducted by Weyerhaeuser, we agree with your Consultant's recommendation to close the active case, number 064-2797, for this site.

This case was opened because of reported levels of chemicals of concern (CoC) in site groundwater that exceed state action levels. However, site data also indicates that the first occurrence of groundwater is at a depth of more than 15 feet. ORBCA methodology precludes exposure concerns to potential receptors resulting from the inhalation of vapors from groundwater occurring at a depth greater than 10 feet. Additionally, a visit to this site by OCC personnel confirmed the rural setting and absence of potential receptors to the excessive levels of CoC in the groundwater at this facility. Without receptors, there can be no completed pathways for exposure to CoC. Therefore, elevated levels of CoC found in soils and groundwater at this site are not believed to pose a threat to human health or safety. Under Risk-Based Corrective Action, no further actions are required at this site and this case is closed.

If you have any questions, please discuss them with your Consultant, or call me at (405) 522-4758 between 8:00 a.m. and 4:30 p.m. Monday through Friday. Please reference the appropriate OCC Facility Number and Case Number on all correspondence.

Sincerely,

Joe Thacker
Project Environmental Analyst

JT/gs

cc: Alcorn Service Company
Attn: Mr. Loren Alcorn
P.O. Box 83
Bixby, Oklahoma 74008

Copies to Susan Stout, Darla Wollitz, Tech File, and Claim Files

NOTE: Applicable Corporation Commission Rules are found the Oklahoma Administrative Code at 165:29-3-75 and 3-82. If you need a copy, please let us know and we will send you one.

IMAGED 10/14/2014

IMAGED 10/20/2014

)B ANTHONY
mmissioner

ED APPLE
Commissioner

DENISE A. BODE
Commissioner

OKLAHOMA CORPORATION COMMISSION
PETROLEUM STORAGE TANK DIVISION
(405) 521-4683 FAX: (405) 521-4945

JIM THORPE BUILDING, RM 238 • PO BOX 52000-2000 • OKLAHOMA CITY, OK 73152-2000

March 12, 2001

Case ID #064-1110
Facility D #45-01682
Final Closure

CERTIFIED MAIL, RETURN RECEIPT REQUESTED
CERTIFICATE NUMBER 7000 0520 0023 5168 1417

Ms. Gwen Parker
4149 Woodland Court
La Mesa, California 91941

RE: Big Frank's Sport Center
(Former Uncle Don's Tank, Tummy & Tackle)
Hwy. 259 North
Broken Bow, Oklahoma

Dear Ms. Parker:

A surface release of approximately 1,700 gallons of gasoline occurred at the above referenced site in late May 1994. An emergency was declared. Both the Broken Bow Fire Department and the Hochatown Volunteer Fire Department responded at 2:00 P.M., Monday, May 30 to abate the released free phase fuel. At the request of the Oklahoma Department of Environmental Quality, the responsible party, a Mr. Troy D. Gilliland, summoned an emergency response firm to continue fuel abatement activities. On May 31, 1994, A & M Engineering and Environmental Services, Inc. was engaged by the Oklahoma Corporation Commission (OCC) to respond on its behalf to the gasoline spill. The initial emergency response firm, brought on-site May 30, was released from the site upon the arrival of A & M Engineering.

Based upon a review of the "Emergency Response Report" prepared by A & M Engineering and submitted to the OCC at the conclusion of emergency remedial activities, this case should be closed.

There have been no reports of impacted soils or groundwater affecting potential receptors at this site. This case is, therefore, **closed**. If in the future, levels of chemicals of concern are discovered that exceed those determined appropriate for this site, the case will be reopened.

If you have any questions, please call me at (405) 522-5264, between 8:00 a.m. and 4:30 p.m., Monday through Friday. Please reference the appropriate OCC Facility Number and Case Number on all correspondence.

Sincerely,

Dick Oppel
Supervisor, LUST Trust Fund

DO:gs

PSTD 5/30/2001

TANK CLOSURE SUMMARY SHEET

SB

FACILITY ID NUMBER: 4501682

CASE NUMBER (if applicable):

Comments:

Number of USTs at facility (reported): 2
Number of USTs at facility (actual): 2
Number of USTs being closed: 2

OWNER/OPERATOR:

NAME	JOB TITLE	ADDRESS	PHONE #
Charley Reed		**HC 75, Box 44 Broken Bow, OK 74728**	**(580) 494-6561**

TANK ID #:	TANK NO.	TANK NO.	TANK NO.	TANK NO.	TANK NO.
	1	**2**			
ESTIMATED DATE LAST USED:	**03/01**	**03/01**			
EST. TANK CAPACITY (gal):					
FAC DATABASE	**3000**	**3000**			
AFTER CLSR REVIEW	**3000**	**3000**			
TANK REMOVED (Date):	**4/23/01**	**4/23/01**			
TANK CLSD IN GROUND (Date):					
TANK FILLED WITH:					

SCHEDULED CLOSURE: **Confirmation #: 02636; TBF# 0038**

SITE ASSESSMENT COMPLETED: **Yes**

- TESTING SOIL OR GW: **Soil**
- USING EXTERNAL LEAK DETECTION:

VAPOR MW GROUNDWATER MW

EVIDENCE OF LEAK DETECTED: **No**

NUMBER OF NEW TANKS INSTALLED (See attached 7530 for details): **None**

Guy A. Goodine
Technical Staff Reviewer

May 16, 2001
Date

PSTD 5/30/2001

BOB ANTHONY
Commissioner

ED APPLE
Commissioner

DENISE A. BODE
Commissioner

OKLAHOMA CORPORATION COMMISSION
PETROLEUM STORAGE TANK DIVISION
(405) 521-4683 FAX: (405) 521-4945

JIM THORPE BLDG, ROOM 238 • P.O. BOX 52000-2000 • OKLAHOMA CITY, OKLAHOMA 73152-2000

May 16, 2001

Charley Reed
HC 75, Box 44
Broken Bow, OK 74728

Reference: Petroleum storage tank amended notification form for permanent tank closure of (2) 3,000 gallon underground storage tank(s) (UST(s)) located at Big Franks, Hwy 259 North, Broken Bow, Oklahoma.
Facility #4501682

Dear Mr. Reed:

Thank you for providing your amended notification form and supporting information documenting the permanent closure of your underground storage tank(s) (USTs) at the above referenced facility to the Oklahoma Corporation Commission (OCC).

Based on the information you have provided regarding current site conditions, the OCC believes that there is no contamination of concern at this site at this time. The subject tank(s) is/are hereby considered permanently closed in accordance with OCC UST regulations. Should future environmental problems occur, which the OCC determines are related to this site, additional investigation and corrective action may be required in accordance with State Law.

If you have any questions regarding this matter, please contact me at (405) 521-6397.

Sincerely yours,

Guy Goodine
Environmental Compliance Analyst

cc: Facility file # 4501682
Don Sontheimer, 1209 W. Brooks, Norman, OK 73069

PSTD 5/30/2001

UNDERGROUND STORAGE TANK CLOSURE REPORT

Submit this Report & Attachments within 45 days of scheduled permanent closure

CONFIRMATION NUMBERS: REMOVAL 02636 TBF# 0038 FACILITY I. D. # 45-016682

OWNER'S NAME: Charles Reed	LOCATION NAME: Big Franks
MAILING ADDRESS: HC 75 Box 44	LOCATION ADDRESS (PHYSICAL LOCATION): Hwy 259 North
CITY: Broken Bow STATE: Ok ZIP: 74728	CITY: Broken Bow (Hochatown) STATE: Ok ZIP:
COUNTY: McCurtain AREA CODE/TELEPHONE: (580) 494-6561	COUNTY: McCurtain AREA CODE/TELEPHONE: —

DATE WORK WAS COMPLETED: 4-23-01 DATE TANKS LAST USED: 3-01 NUMBER/SIZE OF ACTIVE TANKS REMAINING: -0-

NUMBER/SIZE OF TANKS REMOVED: 2-3,000 CONDITION OF REMOVED TANKS. ANY VISIBLE HOLES? Good - No

DESCRIBE DISPOSAL AND/OR DISPOSITION OF REMOVED TANKS: City of Hochatown Salvage Yard

- If tank system consisted of pressure piping, were samples taken at least ever40 feet? No Not Pressure
- Was excavated soil removed from site? No
- Was permit obtained to remove soil from site? NA

NUMBER/SIZE OF TANKS CLOSED IN PLACE....INDICATE TYPE OF INERT MATERIAL USED.

- *Assess the site for potential contamination by (a) testing soil or groundwater; or (b) using external leak detection method* such as monitoring wells.
- Were field screening instruments used? Yes
- Type & Model Number: Gastech
- Date instrument last calibrated: March, 2001
- Calibrated to (type gas): Hexane

NOTE: If soil or groundwater samples are used for site assessment, person taking samples must be under supervision of or be a Certified Remediation Consultant.

NAME OF CERTIFIED REMEDIATION CONSULTANT: Don Sontheimer	CERTIFICATION #: 0461	COMPANY: Crosstimbers Env. Mgmt.
ADDRESS: 1209 W. Brooks	CITY: Norman	STATE: Ok ZIP: 73069
I certify the samples were taken at locations where contamination would most likely have occurred:		
CONSULTANT SIGNATURE: Don Sontheimer	DATE SIGNED: 5-7-01	AREA CODE/TELEPHONE: 405/292-8610

- Attach a site sketch that includes:
  (a) North arrow; (b) tank pit location; (c) proximity of tank pit to roads, buildings or other landmarks measured in feet; (d) *piping layout and pump island location(s); (e) soil sample locations, including the sample identification.*
- Also attach: (a) lab reports or records of external leak detection; (b) scheduling letter.

[redacted]

SITE ASSESSMENT PREPARED BY:

NAME: Don Sontheimer	ADDRESS: SAA
AREA CODE/TELEPHONE:	CITY: STATE: ZIP:
SIGNATURE OF PREPARER: Don Sontheimer	DATE SIGNED: 5-7-01

2001 MAY 10 PM 3:29

OKLAHOMA CORPORATION COMMISSION, PETROLEUM STORAGE TANK DIVISION
P. O. BOX 52000-2000, OKLAHOMA CITY, OK 73152-2000
(405) 521-4683

UNDERGROUND STORAGE TANKS ATTACHMENT

(Complete for each tank at this location)

Tank Identification Number	Tank No.	Tank No.	Tank No.	Tank No.	Tank No.
6. Piping (Mark all that apply)					
Pressure	☐	☐	☐	☐	☐
Suction: No valve at tank	☒	☒	☐	☐	☐
Suction: Valve at tank	☒	☒	☐	☐	☐
7. Substance Currently or Last Stored in Greatest Quantity					
Gasoline	☒	☒	☐	☐	☐
Diesel	☐	☐	☐	☐	☐
Gasohol	☐	☐	☐	☐	☐
Kerosene	☐	☐	☐	☐	☐
Heating Oil	☐	☐	☐	☐	☐
Used Oil	☐	☐	☐	☐	☐
Other, Please Specify	_____	_____	_____	_____	_____
II. TANKS OUT OF USE OR CHANGE IN SERVICE					
1. Closing of Tank	☒	☒	☐	☐	☐
A. Estimated date last used (mo./date/yr.)	3-01	3-01	_____	_____	_____
B. Estimated date tank closed (mo./date/yr.)	4-23-01	4-23-01	_____	_____	_____
C. Tank was removed from ground	☒	☒	☐	☐	☐
D. Tank was closed in ground	☐	☐	☐	☐	☐
E. Tank filled with inert material	☐	☐	☐	☐	☐
Describe type of material used					
F. Change in service	☐	☐	☐	☐	☐
2. Site Assessment Completed	Yes	Yes			
Evidence of a leak detected	No	No			

NOISE STUDIES

Environmental Programs Division
200 N.E. 21st Street, Oklahoma City, OK 73105
Main Office 405.521.3050 / Fax 405.522.5193

DATE: **February 7, 2024**

TO: Ben Hagood – Environmental Scientist – Freese & Nichols, Inc.

FROM: Evan Mace – Noise Specialist

SUBJECT: **Approved Traffic Noise Assessment Prepared for Widen & Resurface on US-259 Begin 6.25 miles North of Junction with SH-3 and Extend North 6 miles, McCurtain County, J/P 34333(04)(08)**

Attached is the approved Traffic Noise Assessment completed for the subject project. The results of the noise study are summarized as follows:

The analysis had utilized the FHWA Traffic Noise Model version 2.5 in accordance with FHWA 23 CFR 772 and complies with the ODOT Noise Policy dated July 13, 2011. For the purpose of validating the model, three (3) sound level measurements were taken from three (3) locations along the project corridor. These measurements were within ±3 dB(A) of the TNM predicted values which indicates the TNM 2.5 model will accurately estimate future noise levels.

The land use along the project extent includes residential dwellings, restaurants, commercial lodgings, churches, recreational areas, and undeveloped areas. Based on a field inspection, aerial maps, and preliminary design plans, ninety-nine (99) model receiver sites were analyzed, which represented twenty-eight (28) single residences, fifty (50) commercial lodgings, twelve (12) restaurant/bar outdoor seating areas, one (1) hotel/motel, four (4) recreation areas, one (1) church, one (1) historic (f) site, and two (2) cemeteries.

For the existing condition, the noise modeling determined that the exterior noise levels of two (2) residential receivers and two (2) recreation receivers, meet or exceed the 67 dB(A) LEQ (h) for NAC Activity Category B or C.

Based on the proposed project and the 2044 design year traffic volumes, one (1) residential receiver and two (2) recreation receivers, meet or exceed the 67 dB(A) LEQ (h) threshold defined as a noise impact for NAC Activity Categories B and C. The model results indicated that two of the impacted receivers are anticipated to experience a decrease in future noise levels. One impacted receiver is anticipated to experience an increase in future noise levels of 0.6 dB(A) over existing conditions. There were no 15 dB(A) increases in noise levels over the current condition, which would be considered a substantial increase for noise impact determination.

Abatement considerations and mitigation commitments are not applicable to the project. Receiver impacts are limited and isolated. Additionally, it is not feasible to place a wall of sufficient length to mitigate the

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impacts due to the affected receivers' direct driveway access points to the roadway. The proposed project will decrease noise for 57% of receivers due to the decrease in speed limit.

To aid in noise compatible land use planning, using the TNM model, distance from the center of the proposed roadway is used to define the future 66 dB(A) LEQ (h) impact zone. The impact zone was determined to be approximately 130 feet from the centerline of the US-259 roadway as proposed. 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 'B') and all NAC Activity Category C land uses are discouraged within this impact zone.

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TRAFFIC NOISE ASSESSMENT

Widen & Resurface on US-259 Begin 6.25 miles North of Junction with SH-3 and Extend North 6 miles, in McCurtain County, Oklahoma

JP 34333(04)(08)

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Executive Summary

This traffic noise assessment investigates the noise impacts that could result from the proposed widening and resurfacing of US-259 from 6.25 miles north of junction with SH-3 and extending north 6 miles in McCurtain County. The existing segment of US-259 consists primarily of 2-lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially the future needs of an ever-changing region. The current Annual Average Daily Traffic (AADT) is 10,600 vehicles per day (vpd). The purpose of the proposed improvements is to improve the safety and operation of the highway. The proposed improvement consists of resurfacing and widening US-259, extending 30 culverts underneath US-259, and extending the triple cell RCB at Yashau Creek (NBI 14031). The proposed 5-lane configuration will remain in existing right of way, and it consists of two driving lanes in each direction and a center turn lane. The outside of the driving lanes may have shoulders in the rural sections and curb and gutter in the more urban sections. Traffic is expected to be maintained during construction. The present speed limit varies from 45mph - 65mph throughout the project area. The proposed project will decrease the speed limit to 45mph.

The noise analysis was performed using the Federal Highway Administration's (FHWA) computer model Traffic Noise Model version 2.5 (TNM 2.5) in accordance with the FHWA 23 CFR 772, Procedures for Noise Abatement of Highway Traffic Noise and Construction and complies with the ODOT Policy Directive Highway Noise Abatement C- 201-3 (ODOT Noise Policy) dated July 13, 2011.

The land use along the project extent includes residential dwellings, restaurants, commercial lodgings, churches, recreational areas, and undeveloped areas. Based on a field inspection, aerial maps, and preliminary design plans, ninety-nine (99) model receiver sites were analyzed, which represented twenty-eight (28) single residences, fifty (50) commercial lodgings, twelve (12) restaurant/bar outdoor seatings, one (1) hotel/motel, four (4) recreation areas, one (1) church, one (1) historic 4(f) site, and two (2) cemeteries. For the existing condition, the noise modeling determined that the exterior noise levels of two (2) residential receivers and two (2) recreation receivers, meet or exceed the 67 dB(A) L_{EQ} (h) for NAC Activity Category B or C. Based on the proposed project and the 2044 design year traffic volumes, one (1) residential receiver and two (2) recreation receivers, meet or exceed the 67 dB(A) L_{EQ} (h) threshold defined as a noise impact for NAC Activity Categories B and C. The model results indicated that two of the impacted receivers are anticipated to experience a decrease in future noise levels. One impacted receiver is anticipated to experience an increase in future noise levels of 0.6 dB(A) over existing conditions. There were no 15 dB(A) increases in noise levels over the current condition, which would be considered a substantial increase for noise impact determination.

Abatement considerations and mitigation commitments are not applicable to the project. Receiver impacts are limited and isolated. Additionally, it is not feasible to place a wall of sufficient length to mitigate the impacts due to the affected receivers' direct driveway access points to the roadway. The proposed project will decrease noise for 57% of receivers due to the decrease in speed limit.

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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Figure 1 – Project Location Map

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1.0 INTRODUCTION

This traffic noise assessment investigates the noise impacts that could result from the proposed widening and resurfacing of US-259 from 6.25 miles north of junction with SH-3 and extending north 6 miles in McCurtain County. The existing segment of US-259 consists primarily of 2-lanes with variable shoulders and pavement conditions showing deterioration. The state highway system in and around the Broken Bow/Hochatown area is not functioning in a way that serves the current needs, and especially the future needs of an ever-changing region. The current AADT is 10,600 vpd, and the pavement condition is fair. The purpose of the proposed improvements is to improve the safety and operation of the highway. The proposed improvement consists of resurfacing and widening US-259, extending 30 culverts underneath US-259, and extending the triple cell RCB at Yashau Creek (NBI 14031) (NBI 14031 is described as a 3-10 ft x 5 ft. R.C. Box over Yashau Creek, with a sufficiency rating of 81.10). The proposed 5-lane configuration will remain in existing right of way, and it consists of two driving lanes in each direction and a center turn lane. The outside of the driving lanes may have shoulders in the rural sections and curb and gutter in the more urban sections. Traffic is expected to be maintained during construction. The present speed limit varies from 45mph to 65mph throughout the project area. The proposed project will decrease the speed limit to 45mph, which contributes to a decrease in noise for most receivers. The project location is depicted on **Figure 1** within the Appendix.

FNI has prepared and submitted the following environmental analyses for the project: (1) Waters and Wetlands Evaluation Report; (2) Endangered, Threatened and Candidate Species, Designated Critical Habitat, Bald Eagle, and Migratory Bird Assessments; (3) Hazardous Materials Initial Site Assessment/ Phase I Environmental Site Assessment. The Waters and Wetlands Evaluation Report identifies fifteen (15) streams, twenty-one (21) drainage features, and one (1) open water in the project area. The Endangered, Threatened, etc. Assessment ascertained the following: (1) no effect to the piping plover, rufa red knot, harperella, and red cockaded woodpecker; (2) may effect the American burying beetle; (3) may affect, not likely to adversely affect the northern long eared bat, Ouachita rock pocketbook, rabbitsfoot, scaleshell mussel, winged mapleleaf, American alligator, and leopard darter; (4) not likely to jeopardize the continued existence of the alligator snapping turtle, monarch butterfly, and tricolored bat. The assessment also identified potential bald eagle habitat. The Hazardous Materials Initial Site Assessment/Phase I Environmental Site Assessment did not reveal Recognized Environmental Concerns that posed environmental risk to the proposed ODOT project.

The analysis of this project relies on aerial maps, preliminary design plans, a field survey, and traffic data as provided to the Environmental Programs Division of the Oklahoma Department of Transportation (ODOT). The noise analysis was completed in accordance with the FHWA 23 CFR 772, Procedures for Noise Abatement of Highway Traffic Noise and Construction 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 public health and safety and prevent the 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 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 depends on several factors, including distance, buildings, solid fences/walls, topography, ground surfaces, and atmospheric conditions. 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 project's acoustic environment. These sounds are not readily recognized but combine to produce a nonirritating ambient sound level. This background sound level varies throughout the day, lowest at night and highest during the day. The other component of urban noise is intermittent and louder than the background noise. Transportation noise and local industrial noise are examples of this type of noise. It is for these reasons that environmental noise is analyzed statistically.

Highway traffic sounds are generated primarily from a vehicle's tires, engine, and exhaust. It is commonly measured in decibels (dB) and is a logarithmic unit instead of the more common linear units such as temperature. The sound pressure level from two equal sources is 3 dB greater than the sound pressure level of just one source. For example, two trucks producing 90 dB each combine to create 93 dB, not 180 dB. In other words, doubling the noise source by only 3 dB increases the sound pressure level. Studies have shown that this increase is barely perceptible by the human ear. Research indicates that a 10 dB increase is perceived as twice as loud. One dB(A) is the slightest change in sound that an average person can detect. Usually, an observer cannot perceive an increase in noise of three to four dB if the increase occurs over several years.

This analysis will discuss the noise levels as L_{EQ} (h), defined as the steady-state sound level containing the same acoustic energy as the time-varying sound level during the same period. L_{EQ} (h) is the hourly value of L_{EQ} and is based on the more commonly known decibel (dB) and the "A-weighted" decibel unit or dB(A). Sound comprises different frequencies, each perceived differently by the human ear. Since human hearing is not sensitive to low and very high frequencies, the dB(A) scale approximates the human ear's response by compensating for high and low-end frequency insensitivity and rendering noise level readings more meaningful. The dB(A) unit measures perceptible sound energy and factors out the fringe frequencies. This analysis will express all traffic noise levels in dB(A) L_{EQ} (h).

3.0 ANALYSIS METHODOLOGY

The traffic noise analysis consists of a comparison of physically measured or modeled noise levels for an existing condition with projected noise levels for a future condition. The analysis was performed using the FHWA's Traffic Noise Model version 2.5 (TNM 2.5) to model existing and future noise levels based on traffic data, roadway geometry, and receiver site locations. A receiver is a location, and it usually represents a dwelling unit where frequent exterior human activity occurs. The chosen receiver is modeled for noise levels and evaluated for noise impacts. The modeling effort also included terrain lines, three ground zones for water, and average pavement surface. 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.

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.** 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. For the 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(A) 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.

TABLE 1: FHWA Noise Abatement Criteria (NAC)
Hourly A-Weighted Sound Level, decibels dB(A)

Activity Category	Activity Criteria[1] L_{EQ} (h) [2]	Activity Description
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 Leq(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

Traffic noise calculations were based on existing year 2024 and future design year 2044 for US-259, JP 34333(04)(08) and were performed 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 2.5 utilizes the design hourly traffic (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, which is 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 utilized in the modeling. The modeling assumed all vehicles were traveling at varying speeds (45-65) mph along US-259 for the existing conditions. The modeling assumes all vehicles will be traveling at 45 mph along US-259 for the proposed conditions.

TABLE 2: Noise Model Traffic Volumes
JP 34333(04)(08)– US-259 Mainline – One Direction (All Lanes)

NORTHBOUND	AADT	DHV	Cars	Medium Trucks	Heavy Trucks
Existing (2024)	5,300	747	605	115	27
Future (2044)	6,350	895	725	137	33
SOUTHBOUND	**AADT**	**DHV**	**Cars**	**Medium Trucks**	**Heavy Trucks**
Existing (2024)	5,300	747	605	115	27
Future (2044)	6,350	895	725	137	33

5.0 MODEL VALIDATION

For purposes of validating the noise model, noise measurements were performed using a Larson-Davis *SoundAdvisor* Model 831C Sound Level Meter. Noise readings were conducted November 29, 2023, and collected for 15 minutes at three locations. **Figure 2** in the Appendix depicts the location of the field measurement sites. A traffic count by vehicle type was collected simultaneously. TNM 2.5 was calibrated using the existing roadway and receiver locations. Traffic volumes counted during the short-term measurement period were scaled up to one hour and entered into TNM 2.5. A summary of the measured and modeled noise levels used for the model calibration is in **Table 3**. Measured versus predicted levels within ±3 dB range are considered to have a reasonable agreement and it indicates that the TNM 2.5 model developed for the study area would provide an acceptably accurate estimate of noise levels under varying future traffic conditions according to ODOT Noise Policy. The field data, sound meter calibration certificate and the modeling results are on file with the ODOT Environmental Programs Division and this information is available upon request.

TABLE 3: Comparison of Measured to Modeled Sound Levels in TNM 2.5

Receiver	**Location Station/distance from existing centerline**	**Field Record Noise Level** *dB(A) Leq (h)*	**TNM Predicted Noise Level** *dB(A) Leq (h)*	**Difference** *(field-model)* *dB(A)*
MV-1 (North B)	630+15.0 (US-259 N.B. CRL), 60'east	68.4	68.6	+0.2
MV-2 (Middle B)	460+975.0 (US-259 N.B. CRL), 55' east	69.9	69.0	-0.9
MV-3 (South B)	380+100.0 (US-259 S.B. CRL), 55'west	70.7	70.5	-0.2

6.0 EXISTING CONDITIONS AND NOISE ANALYSIS RESULTS

6.1 Land Uses

US-259 is a paved two-lane two-way highway. This segment of US-259 was examined in November 2023 to identify noise sensitive areas that may be affected by traffic noise. Based on aerial maps and the field investigation, land use in the area is predominantly residential and commercial lodging. The noise sensitive land uses for this project are residential dwellings, commercial lodgings, restaurant bar/ outdoor seating, recreation areas, a church, a historic 4(f) site, and cemeteries. These receivers were evaluated as NAC Activity Categories B, C, and E.

6.2 Existing Noise Levels

Ninety-nine (99) receiver locations were selected for modeling purposes (which represented twenty-eight single residences, fifty commercial lodgings, twelve restaurant/bar outdoor seatings, one hotel/motel, four recreation areas, one church, one historic 4(f) site, and two cemeteries) to identify noise levels for the existing and future conditions. **Figure 2** in the Appendix depicts the location of the modeled receivers. NAC Activity Categories B, C, and E were utilized during this modeling effort to identify potential impacts to these receivers. Using the 2024 design traffic data and the existing roadway, the existing noise levels were modeled, and the sound levels summarized in **Table 4**. Existing noise levels were determined to range from 56.2 to 70.6 dB(A) L_{EQ}(h) along the entire project limits. The noise modeling for existing conditions determined that the exterior noise levels of two (2) residential receivers and two (2) recreation receivers, meet or exceed the 67 dB(A) L_{EQ}(h) for NAC Activity Category B or C.

6.3 Future Noise Levels

Using 2044 future design roadway and traffic data, the future noise levels were determined for the ninety-nine (99) modeled receivers and summarized in **Table 4**. Noise levels were determined to range from 55.8 to 69.0 dB(A) L_{EQ}(h) along the entire project limits (not including predicted interior noise levels). The noise modeling for proposed future conditions determined that the exterior noise levels of one (1) residential receiver and two (2) recreation receivers approach, meet or exceed the 67 dB(A) L_{EQ}(h) for NAC Activity Category B or C. Future no-build conditions are also reported in **Table 4.** The proposed project will decrease noise for 57% of receivers due to the decrease in speed limit.

6.4 Traffic Noise Impacts

Results of the analysis for the future condition indicated that one (1) residential receiver and two (2) recreation receivers would approach or exceed the 67 dB(A) L_{EQ}(h) for NAC Activity Categories B and C. The model results indicated that two of the impacted receivers are anticipated to experience a decrease in future noise levels. One impacted receiver is anticipated to experience an increase in future noise levels of 0.6 dB(A), which is typically less than the human ear can distinguish. There were no 15 dB(A) increases in noise levels over the current condition, which would be considered a substantial increase for noise impact determination.

TABLE 4: Peak Period Noise Levels Comparison, JP 34333(04)(08)							
Modeled Receiver	**Description**	**Distance/Location from Existing Roadway Centerline**	**Existing Noise Level** (*dBA* L_{EQ})	**Future No-Build Noise Level** (*dBA* L_{EQ})	**Future Noise Level** (*dBA* L_{EQ})	**Change** (Future-Existing) (*dBA*)	**Noise Impact?**
R01	Residential	235’ west (US-259 S.B. CRL)	61.9	62.7	58.4	-3.5	No
R02	Restaurant/ Bar Outdoor Seating	233’ east (US-259 N.B. CRL)	63.5	64.3	60.5	-3.0	No
R03	Residential	145’ west (US-259 S.B. CRL)	65.8	66.6	64.4	-1.4	No
R04	Residential	249’ east (US-259 N.B. CRL)	63.8	64.6	60.1	-3.7	No
R05	Commercial Lodging	132’ west (US-259 S.B. CRL)	64.5	65.3	65.3	+0.8	No
R06	Residential	229’ east (US-259 N.B. CRL)	66.2	67.0	62.2	-4.0	No
R07	Residential	243’ west (US-259 S.B. CRL)	61.5	62.3	59.4	-2.1	No
R08	Hotel/Motel	212’ west (US-259 S.B. CRL)	62.4	63.2	61.3	-1.1	No
R09	**Recreation (Mini Golf)**	**116’ west (US-259 S.B. CRL)**	**69.8**	**70.6**	**67.4**	**-2.4**	**Yes**
R10	Restaurant/ Bar Outdoor Seating	166’ west (US-259 S.B. CRL)	65.7	66.5	63.8	-1.9	No
R11	Commercial Lodging	112’ west (US-259 S.B. CRL)	69.5	70.3	67	-2.5	No
R12	Commercial Lodging	102’ west (US-259 S.B. CRL)	70.6	71.4	67.3	-3.3	No
R13	Commercial Lodging	235’ west (US-259 S.B. CRL)	61.6	62.4	59.9	-1.7	No
R14	Commercial Lodging	268’ west (US-259 S.B. CRL)	60.4	61.2	58.8	-1.6	No
R15	Commercial Lodging	206’ west (US-259 S.B. CRL)	63.0	63.8	61.1	-1.9	No

TABLE 4: Peak Period Noise Levels Comparison, JP 34333(04)(08)							
Modeled Receiver	**Description**	**Distance/Location from Existing Roadway Centerline**	**Existing Noise Level** (*dBA* L_{EQ})	**Future No-Build Noise Level** (*dBA* L_{EQ})	**Future Noise Level** (*dBA* L_{EQ})	**Change** (Future-Existing) (*dBA*)	**Noise Impact?**
R16	Commercial Lodging	179’ west (US-259 S.B. CRL)	64.5	65.3	62.4	-2.1	No
R17	Commercial Lodging	167’ west (US-259 S.B. CRL)	65.7	66.5	63.6	-2.1	No
R18	Commercial Lodging	203’ west (US-259 S.B. CRL)	63.8	64.6	61.9	-1.9	No
R19	Commercial Lodging	244’ west (US-259 S.B. CRL)	62.1	62.9	60.4	-1.7	No
R20	Commercial Lodging	186’ east (US-259 N.B. CRL)	65.9	66.7	62.8	-3.1	No
R21	Residential	246’ west (US-259 S.B. CRL)	63.8	64.6	61.6	-2.2	No
R22	Residential	229’ east (US-259 N.B. CRL)	63.1	63.9	61	-2.1	No
R23	**Residential**	**115’ east (US-259 N.B. CRL)**	**69.7**	**70.5**	**66.8**	**-2.9**	**Yes**
R24	Commercial Lodging	212’ east (US-259 N.B. CRL)	63.3	64.1	61.7	-1.6	No
R25	Commercial Lodging	156’ west (US-259 S.B. CRL)	62.6	63.4	61.5	-1.1	No
R26	Commercial Lodging	157’ west (US-259 S.B. CRL)	63.6	64.4	62.9	-0.7	No
R27	Commercial Lodging	138’ west (US-259 S.B. CRL)	61.6	62.4	61.9	+0.3	No
R28	Commercial Lodging	190’ west (US-259 S.B. CRL)	60.2	61.0	60.3	+0.1	No
R29	Commercial Lodging	152’ west (US-259 S.B. CRL)	61.4	62.2	61.8	+0.4	No
R30	Residential	247’ west (US-259 S.B. CRL)	58.5	59.3	59.2	+0.7	No
R31	Commercial Lodging	257’ west (US-259 S.B. CRL)	58.3	59.1	60.5	+2.2	No
R32	Commercial Lodging	239’ west (US-259 S.B. CRL)	58.8	59.6	61.2	+2.4	No

TABLE 4: Peak Period Noise Levels Comparison, JP 34333(04)(08)							
Modeled Receiver	**Description**	**Distance/Location from Existing Roadway Centerline**	**Existing Noise Level** (*dBA* L_{EQ})	**Future No-Build Noise Level** (*dBA* L_{EQ})	**Future Noise Level** (*dBA* L_{EQ})	**Change** (Future-Existing) (*dBA*)	**Noise Impact?**
R33	Restaurant/ Bar Outdoor Seating	231' east (US-259 N.B. CRL)	59.3	60.1	60.5	+1.2	No
R34	Commercial Lodging	219' east (US-259 N.B. CRL)	59.9	60.7	61.7	+1.8	No
R35	Commercial Lodging	113' east (US-259 N.B. CRL)	66.3	67.1	66.9	+0.6	No
R36	Commercial Lodging	143' east (US-259 N.B. CRL)	64.0	64.8	65	+1.0	No
R37	Recreation (Mini Golf)	160' west (US-259 S.B. CRL)	62.7	63.5	64.3	+1.6	No
R38	**Recreation (Petting Zoo/ Mining Company)**	**106' west (US-259 S.B. CRL)**	**66.9**	**67.7**	**67.5**	**+0.6**	**Yes**
R39	Restaurant /Bar Outdoor Seating	145' east (US-259 N.B. CRL)	63.7	64.5	64.7	+1.0	No
R40	Commercial Lodging	170' west (US-259 S.B. CRL)	62.1	62.9	63.7	+1.6	No
R41	Commercial Lodging	170' west (US-259 S.B. CRL)	62.2	63.0	63.7	+1.5	No
R42	Church	152' east (US-259 N.B. CRL)	63.3	64.1	64.2	+0.9	No
R43	Commercial Lodging	99' west (US-259 S.B. CRL)	67.5	68.3	67.9	+0.4	No
R44	Commercial Lodging	164' west (US-259 S.B. CRL)	62.5	63.3	63.9	+1.4	No
R45	Commercial Lodging	153' west (US-259 S.B. CRL)	63.2	64.0	64.5	+1.3	No
R46	Commercial Lodging	103' west (US-259 S.B. CRL)	67.1	67.9	67.6	+0.5	No
R47	Cemetery	146' east (US-259 N.B. CRL)	63.6	64.4	64.7	+1.1	No

TABLE 4: Peak Period Noise Levels Comparison, JP 34333(04)(08)							
Modeled Receiver	**Description**	**Distance/Location from Existing Roadway Centerline**	**Existing Noise Level** (*dBA* L_{EQ})	**Future No-Build Noise Level** (*dBA* L_{EQ})	**Future Noise Level** (*dBA* L_{EQ})	**Change** (Future-Existing) (*dBA*)	**Noise Impact?**
R48	Historic 4(f) Site	171’ east (US-259 N.B. CRL)	62.0	62.8	63.2	+1.2	No
R49	Cemetery	181’ east (US-259 N.B. CRL)	61.3	62.1	62.8	+1.5	No
R50	Residential	262’ west (US-259 S.B. CRL)	58.8	59.6	60.3	+1.5	No
R51	Restaurant/ Bar Outdoor Seating	194’ east (US-259 N.B. CRL)	61.6	62.4	63.2	+1.6	No
R52	Restaurant/ Bar Outdoor Seating	131’ west (US-259 S.B. CRL)	64.3	65.2	64.6	+0.3	No
R53	Commercial Lodging	209’ east (US-259 N.B. CRL)	62.3	63.1	62.9	+0.6	No
R54	Commercial Lodging	237’ east (US-259 N.B. CRL)	60.9	61.7	61.7	+0.8	No
R55	Commercial Lodging	248’ east (US-259 N.B. CRL)	59.6	60.4	60.8	+1.2	No
R56	Commercial Lodging	258’ east (US-259 N.B. CRL)	58.8	59.6	59.9	+1.1	No
R57	Restaurant/ Bar Outdoor Seating	238’ west (US-259 S.B. CRL)	60.0	60.8	61.4	+1.4	No
R58	Restaurant/ Bar Outdoor Seating	105’ east (US-259 N.B. CRL)	66.9	67.7	67.4	+0.5	No
R59	Restaurant/ Bar Outdoor Seating	166’ west (US-259 S.B. CRL)	62.2	63.0	63.4	+1.2	No
R60	Restaurant/ Bar Outdoor Seating	108’ east (US-259 N.B. CRL)	68.2	69.0	69.0	+0.8	No
R61	Commercial Lodging	237’ west (US-259 S.B. CRL)	59.5	60.3	61.7	+2.2	No
R62	Residential	246’ east (US-259 N.B. CRL)	56.9	57.7	57.6	+0.7	No

TABLE 4: Peak Period Noise Levels Comparison, JP 34333(04)(08)							
Modeled Receiver	**Description**	**Distance/Location from Existing Roadway Centerline**	**Existing Noise Level** (*dBA* L_{EQ})	**Future No-Build Noise Level** (*dBA* L_{EQ})	**Future Noise Level** (*dBA* L_{EQ})	**Change** (Future-Existing) (*dBA*)	**Noise Impact?**
R63	Commercial Lodging	233’ west (US-259 S.B. CRL)	59.3	60.1	61.6	+2.3	No
R64	Residential	227’ west (US-259 S.B. CRL)	59.1	59.9	60.3	+1.2	No
R65	Restaurant/ Bar Outdoor Seating	217’ east (US-259 N.B. CRL)	58.9	59.7	58.6	-0.3	No
R66	Residential	224’ west (US-259 S.B. CRL)	58.9	59.7	59.0	+0.1	No
R67	Residential	152’ west (US-259 S.B. CRL)	61.8	62.6	61.8	0.0	No
R68	Residential	227’ east (US-259 N.B. CRL)	59.5	60.3	58.9	-0.6	No
R69	Residential	239’ west (US-259 S.B. CRL)	59.9	60.7	58.8	-1.1	No
R70	Residential	195’ west (US-259 S.B. CRL)	62.6	63.4	62.8	+0.2	No
R71	Residential	130’ east (US-259 N.B. CRL)	64.5	65.3	62.9	-1.6	No
R72	Residential	228’ east (US-259 N.B. CRL)	60.5	61.3	60.4	-0.1	No
R73	Residential	224’ west (US-259 S.B. CRL)	60.0	60.8	59.5	-0.5	No
R74	Commercial Lodging	251’ east (US-259 N.B. CRL)	59.1	59.9	58.2	-0.9	No
R75	Residential	174’ west (US-259 S.B. CRL)	62.1	62.9	61.6	-0.5	No
R76	Commercial Lodging	225’ west (US-259 S.B. CRL)	61.2	62.0	60.1	-1.1	N
R77	Residential	191’ west (US-259 S.B. CRL)	61.5	62.3	60.6	-0.9	No
R78	Commercial Lodging	166’ west (US-259 S.B. CRL)	60.3	61.1	59.2	-1.1	No

TABLE 4: Peak Period Noise Levels Comparison, JP 34333(04)(08)							
Modeled Receiver	**Description**	**Distance/Location from Existing Roadway Centerline**	**Existing Noise Level** (*dBA* L_{EQ})	**Future No-Build Noise Level** (*dBA* L_{EQ})	**Future Noise Level** (*dBA* L_{EQ})	**Change** (Future-Existing) (*dBA*)	**Noise Impact?**
R79	Residential	174’ west (US-259 S.B. CRL)	61.8	62.6	62.6	+0.8	No
R80	Residential	194’ west (US-259 S.B. CRL)	63.0	63.8	62.6	-0.4	No
R81	Commercial Lodging	255’ west (US-259 S.B. CRL)	60.1	60.9	59.1	-1.0	No
R82	Commercial Lodging	270’ west (US-259 S.B. CRL)	60.5	61.3	59.6	-0.9	No
R83	Commercial Lodging	246’ west (US-259 S.B. CRL)	56.2	57.1	55.8	-0.4	No
R84	Residential	242’ west (US-259 S.B. CRL)	57.2	58.1	56.7	-0.5	No
R85	Residential	233’ west (US-259 S.B. CRL)	62.1	62.9	60.6	-1.5	No
R86	Restaurant/ Bar Outdoor Seating	175’ west (US-259 S.B. CRL)	64.7	65.5	62.5	-2.2	No
R87	Residential	242’ west (US-259 S.B. CRL)	59.6	60.4	57.8	-1.8	No
R88	Residential (The Maze/Mini Golf)	163’ east (US-259 N.B. CRL)	64.0	64.8	63.3	-0.7	No
R89	Residential	204’ west (US-259 S.B. CRL)	62.8	63.6	62.4	-0.4	No
R90	Commercial Lodging	224’ east (US-259 N.B. CRL)	62.9	63.7	62.1	-0.8	No
R91	Commercial Lodging	121’ west (US-259 S.B. CRL)	68.6	69.4	67.0	-1.6	No
R92	Commercial Lodging	189’ east (US-259 N.B. CRL)	64.4	65.2	63.4	-1.0	No
R93	Commercial Lodging	110’ west (US-259 S.B. CRL)	68.6	69.4	67.2	-1.4	No
R94	Commercial Lodging	242’ west (US-259 S.B. CRL)	59.8	60.6	60.3	+0.5	No

TABLE 4: Peak Period Noise Levels Comparison, JP 34333(04)(08)							
Modeled Receiver	**Description**	**Distance/Location from Existing Roadway Centerline**	**Existing Noise Level** (*dBA* L_{EQ})	**Future No-Build Noise Level** (*dBA* L_{EQ})	**Future Noise Level** (*dBA* L_{EQ})	**Change** (Future-Existing) (*dBA*)	**Noise Impact?**
R95	Commercial Lodging	144’ west (US-259 S.B. CRL)	66.3	67.1	65.0	-1.3	No
R96	Commercial Lodging	188’ west (US-259 S.B. CRL)	62.8	63.6	62.0	-0.8	No
R97	Commercial Lodging	208’ west (US-259 S.B. CRL)	62.3	63.1	61.1	-1.2	No
R98	Commercial Lodging	187’ west (US-259 S.B. CRL)	63.9	64.7	62.0	-1.9	No
R99	Commercial Lodging	149’ west (US-259 S.B. CRL)	64.7	65.5	62.9	-1.8	No

7.0 CONSIDERATION OF ABATEMENT

ODOTs Noise Policy states that only noise abatement measures that are feasible and reasonable will be recommended. Noise abatement at the impacted receivers is not feasible because constructing a wall of sufficient length would prohibit access to the properties. If it were feasible, then it wouldn't meet the reasonable cost analysis due to the isolation. Additionally, sound levels generally decrease throughout the project area due to the proposed reduction in the speed limit, resulting in a general benefit to receivers.

8.0 CONSTRUCTION NOISE

Construction noise related to highway projects is not a major issue. Noise sources include heavy machinery like backhoes and scrapers, cranes, pile drivers, and trucks transporting materials. Construction noise can be minimized by implementing time-of-day restrictions for construction operations adjacent to noise-sensitive areas. ODOT is concerned with any unique noise-sensitive land uses or activities that may be affected by construction noise from the proposed project. Any special measures that are feasible and reasonable will be added to the project plans and specifications. No particular noise-sensitive land uses or activities that may be affected by construction noise are close to the project.

9.0 STATEMENT TO LOCAL OFFICIALS

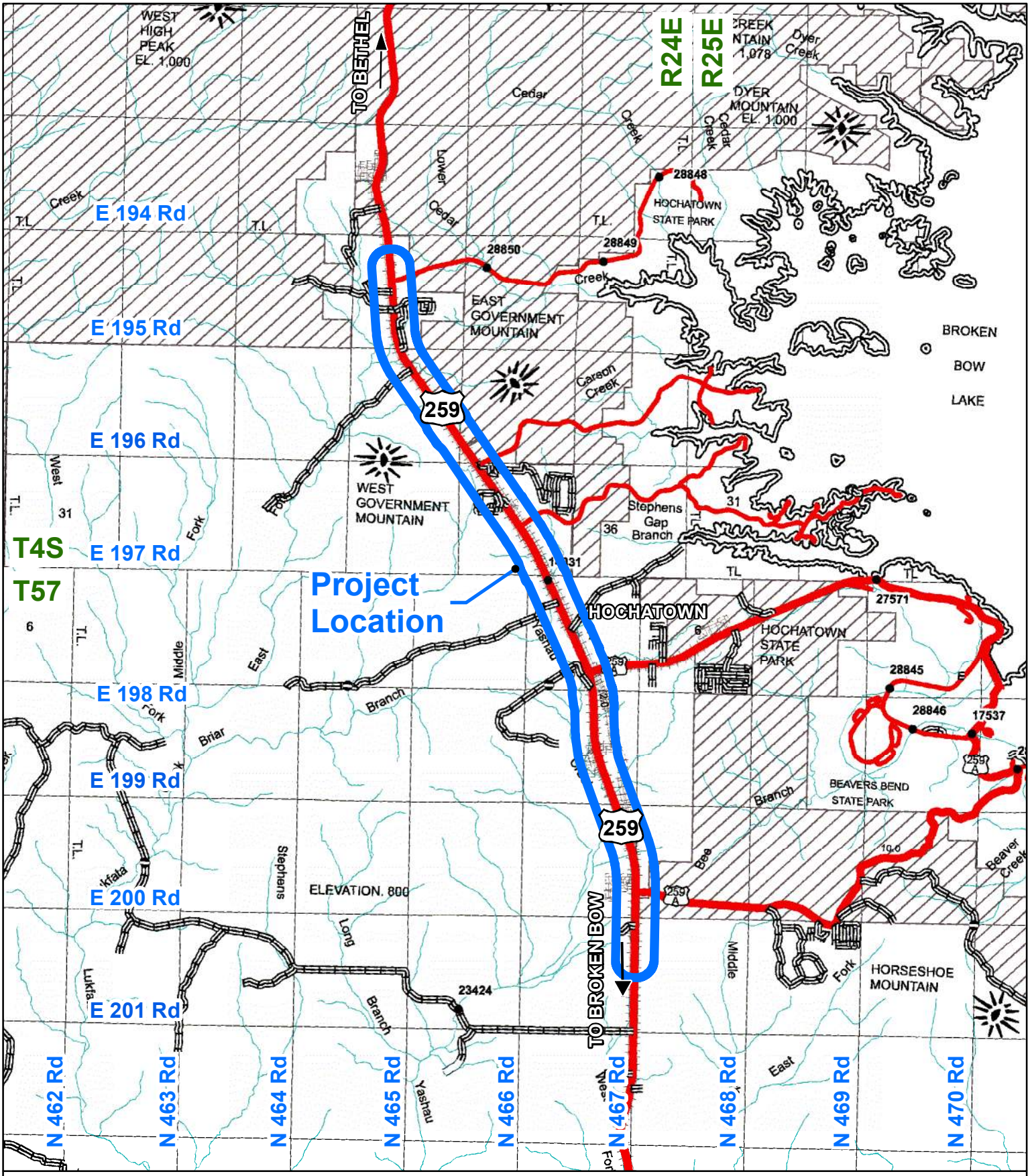
Traffic noise approaching and exceeding the sound levels specified in the ODOT Noise Policy resulting from the proposed facility has been identified. Considering noise-compatible land use planning, using the TNM model, the approximate distance from the centerline of the existing roadway was used to determine the 66 dB(A) and 71 dB(A) future noise contour lines and summarized in **Table 5** and shown in **Figure 2**. Development within these respective zones on either side of the proposed reconstructed roadway facility should be compatible with elevated traffic noise levels. Due to anticipated future noise levels, all residential and NAC Activity Category C land uses are discouraged within the 66 dB(A) impact zone.

TABLE 5: Noise Contour Impact Zone

JP 34333(04)(08)	66 dB(A)	71 dB(A)
Proposed US-259 N.B Mainline	*130' East from road center line	Within ODOT ROW
Proposed US-259 S.B Mainline	*130' West from road center line	Within ODOT ROW

* Distance from the centerline of the existing roadway.

APPENDIX A
FIGURES



McCurtain County

Project Location Map

JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project
in McCurtain County

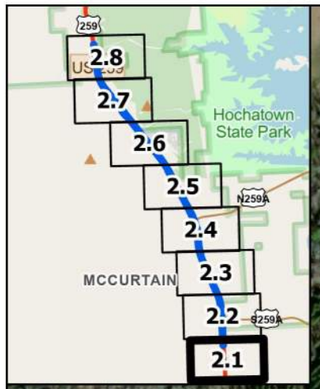
Figure 1

N W E S

0 3,000 6,000 Feet

OKLAHOMA Transportation

NAD 1983 UTM Zone 15N



R01

66 dB(A) Contour

Strain Ln

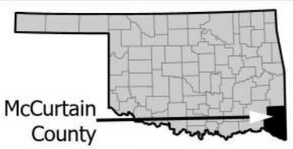
N. US Highway 259

Middle Fork

Cress Rd

ess Rd

Model Receiver (No Impact)
Model Receiver (Impacted)
Sound Meter Measurement
Existing Highway Centerline
Existing Highway
Proposed Improvements



Noise Model Receiver Locations
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 2.1

N W E S

0 250 500 750 1,000 1,250 1,500 Feet

OKLAHOMA Transportation

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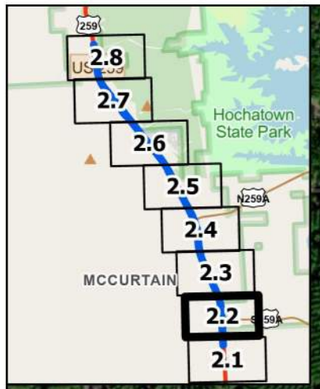


R21 R20 R18 R17 R19 R16 R14 R12 R11 R13 R15 R10 R09 R08 R07 R06 R05 R04 R03 R02

Yashau Creek

Bee Branch

S State Highway 259A

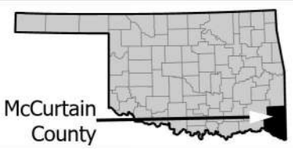
Oak Leaf Dr

Shady Oaks

Jarrett's Treasure Chest

66 dB(A) Contour

- Model Receiver (No Impact)
- Model Receiver (Impacted)
- Sound Meter Measurement
- Existing Highway Centerline
- Existing Highway
- Proposed Improvements



Noise Model Receiver Locations
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 2.2

N W E S

0 250 500 750 1,000 1,250 1,500 Feet

OKLAHOMA Transportation

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McCurtain County

Noise Model Receiver Locations
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 2.3

0 250 500 750 1,000 1,250 1,500 Feet

OKLAHOMA Transportation

ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Noise_Analysis\Noise_Working.aprx

McCurtain County

Noise Model Receiver Locations
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 2.4

0 250 500 750 1,000 1,250 1,500 Feet

OKLAHOMA Transportation

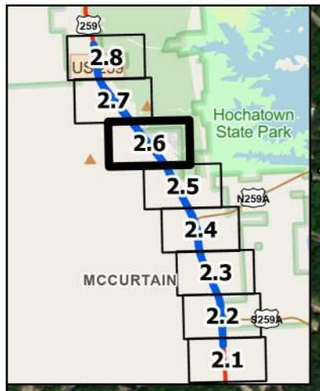
ODT21391 - Path: H:\ENVIRONMENTAL\Final_Exhibits\Noise_Analysis\Noise_Working.aprx

McCurtain County

Noise Model Receiver Locations
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 2.5

0 250 500 750 1,000 1,250 1,500 Feet

OKLAHOMA Transportation



Trl
Carson Creek Rd
R74
R78
R77
Jetty Ln
Juniper Rd
Hemlock Grove Rd
R76
R75
R73
R72
Ebb Tide Rd
R71
R68
R65
Sugarberry Trl
66 dB(A) Contour
R70
R62
Polling Fork Takery
R69
R67
R66
R64
R60
R58
R56
R55
R54
R53
R63
R61
R59
R57
R52
R51
Stevens Gap Raceway
Mended Bow
Bear Crossing
Lost Lake Treehouse
Mountain Time
Palo Verde Trl
Poplar Cir
5-S Cabin
Get Out Of Dodge Lodge
Vojai's Winery
TJ Construction
Hochatown Storage
Plane Tree Trl
Greenling Rd
Halibut Bay Rd
Stevens Gap Rd
Spinner Trl

Model Receiver (No Impact)
Model Receiver (Impacted)
Sound Meter Measurement
Existing Highway Centerline
Existing Highway
Proposed Improvements

Noise Model Receiver Locations
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 2.6

N W E S
0 250 500 750 1,000 1,250 1,500 Feet

OKLAHOMA Transportation

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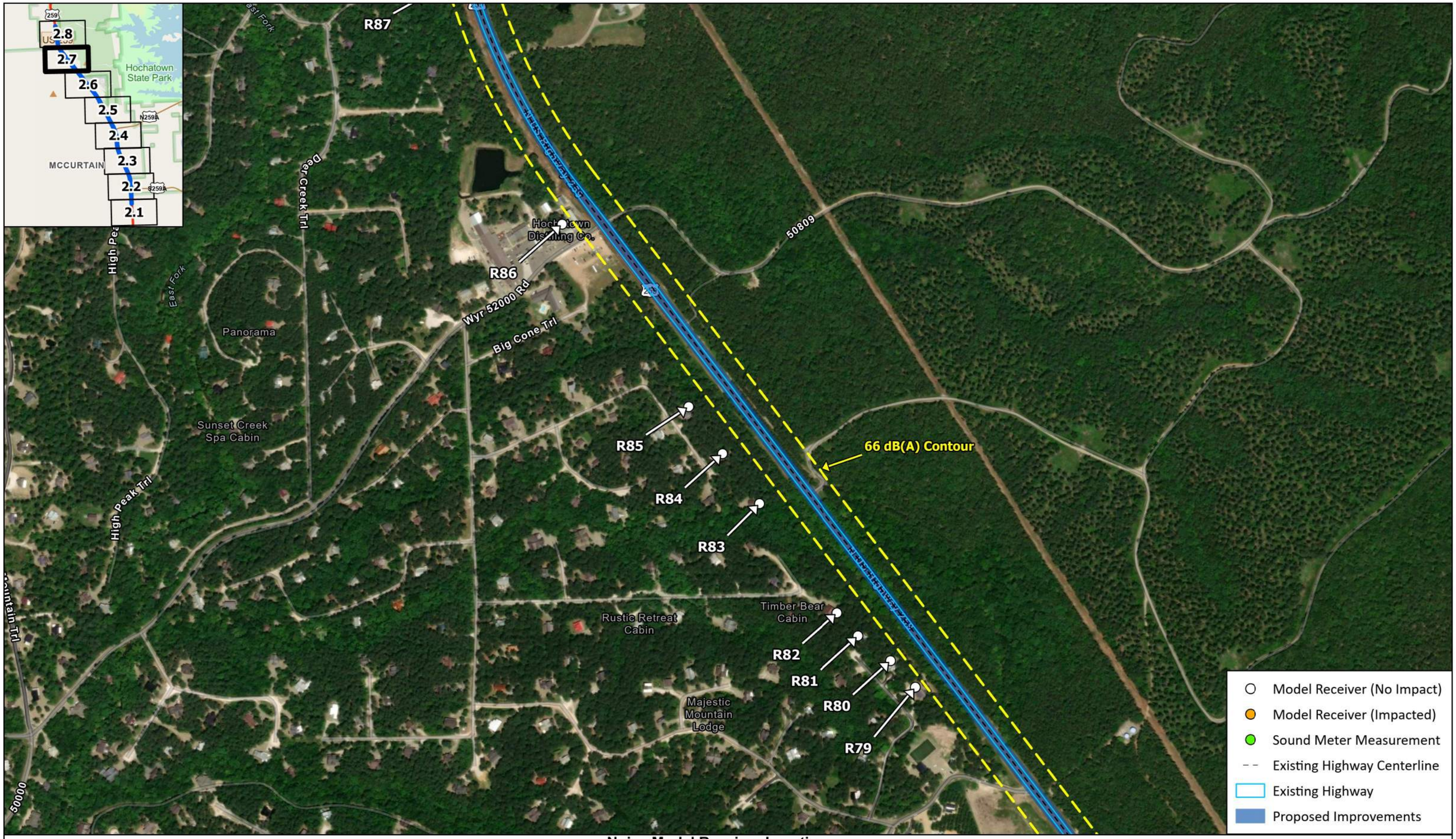
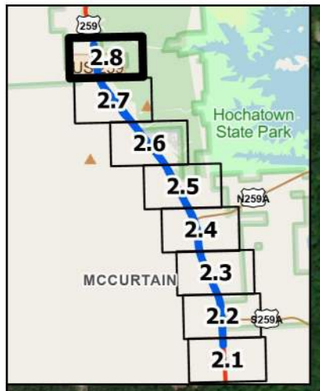


Noise Model Receiver Locations
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 2.7

N W E S
0 250 500 750 1,000 1,250 1,500 Feet

OKLAHOMA Transportation



Mitchell Ln
Timberwolf Trl
249
R99
R98
R97
R96
R95
R94
R93
R91
R89
R92
R90
Golf Course Rd
Lower Cedar Creek
Penner Rd
Lucian Sorrel Rd
Laurel Branch Ln
E Fork Rd
Top Notch Lodge
66 dB(A) Contour
Choate Rd
MV-1 (North B)
Local 259 Market
Sailfish Rd
Lost Oaks Trl
R88
Guppy Ln
R87

- Model Receiver (No Impact)
- Model Receiver (Impacted)
- Sound Meter Measurement
- Existing Highway Centerline
- Existing Highway
- Proposed Improvements

McCurtain County

Noise Model Receiver Locations
JP 34333(04)(08); ODOT Project Number J3-4333(004)PM
US-259 from 6.25 Miles North of SH-3 Junction
Extending North 6 Miles Project in McCurtain County
Figure 2.8

N W E S

0 250 500 750 1,000 1,250 1,500 Feet

OKLAHOMA Transportation

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DOCUMENTED CATEGORICAL EXCLUSION

JUSTIFICATION

OKLAHOMA Transportation

Environmental Programs Division Office 405 - 521-3050

Documented Categorical Exclusion Justification Request

Date	**May 08, 2024**	Project No.	**NHPP-245N(084)FP NHPP-245N(087)PM**
County	**McCurtain**	State Job Piece No.	**34333(04)(08)**
NEPA Project Manager	**Kathy Koon**	Phone Number	**405-521-2676**
ODOT Field Division	**2**	Bridge NBI No. *(County & State Projects)* & Location No. *(County Projects Only)*	**14031**
Project Description from JPINFO	*JP 34333(04) GRADE, DRAIN, BRIDGE & SURFACE US-259: FROM 8.25 MILES NORTH OF JUNCTION SH-3, EXTEND NORTH 4.0 MILES JP 34333(08) GRADE, DRAIN, BRIDGE & SURFACE US-259: FROM APPROXIMATELY 0.12 MILES SOUTH OF US-259A SOUTH JUNCTION OF US-259, EXTEND NORTH APPROXIMATELY 2.28 MILES*		

Existing Conditions, Logical Termini, and Prior Planning

The existing US-259 roadway consists primarily of two 12-ft wide asphalt driving lanes with variable asphalt shoulders. The pavement condition is fair. The current 2-lane roadway requires improvements to accommodate existing and projected traffic volume. Interim intersection modifications on US-259 have been completed to improve the operation of the highway prior to construction of the permanent configuration. These interim improvements included adding traffic signals and turn lanes at three US-259 intersections, located at SH-259A South, SH-259A North, and Stevens Gap Road. At Lukfata Trail, an additional turn lane has been added. Additionally, a resort named Choctaw Landing has recently been constructed at the southeast corner of the US-259 and SH-259A South intersection, and US-259 improvements included the addition of turn lanes at the intersection and the main entrance south of the intersection. The existing US-259 Reinforced Concrete Box (RCB) bridge (NBI 14031) over Yashau Creek has a sufficiency rating of 81.10 and is not deficient. The current Annual Average Daily Traffic (AADT) is 10,600 vehicles per day (vpd), and the projected AADT is 12,700 vpd. The Hochatown area has experienced rapid growth in recent years, and the existing highway is not functioning as intended to meet traffic demands. The proposed improvements include widening US-259 to five lanes for approximately six miles through Hochatown from approximately SH-259A South north to Golf Course Road.

Both JP 34333(04) and JP34333(08) are in the Department's Current 8 Year Construction Program.

Purpose & Need

To improve the safety and operation of the existing two-lane highway that will not support the population demands of the growing area.

Alternatives Considered, Proposed Improvement, Public Involvement Summary, Environmental and Relocation Summary

Alternatives Considered

ODOT considered two alternatives: a 3-lane configuration and a 5-lane configuration. ODOT selected the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown based on the Design Engineer's recommendation for a 5-lane configuration for safety and traffic flow purposes.

Proposed Improvement

The proposed improvement consists of resurfacing and widening US-259 to the outside by adding one 12-ft. asphalt lane of traffic in each direction, adding one 14-ft asphalt center turn-lane or median, adding curb and gutter, and adding Americans with Disabilities Act and Public Right-of-Way Accessibility Guidelines compliant sidewalk improvements throughout the corridor. If needed, where there is no curb and gutter, it is anticipated that the design could implement 6-ft. shoulders for safety enhancement. Improvements also involve extending the drainage structures underneath US-259. The RCB at Yashau Creek (NBI 14031) will remain in place and will be extended approximately 20 feet east and west of US-259. Yashau Creek has been previously channelized within ODOT R/W, and following construction, pre-construction contours are proposed to be restored. It is anticipated that the proposed widening will remain within the existing right-of-way. Construction will be completed in two packages. The southern 2 miles is scheduled to begin construction in 2024. The northern 4 miles is scheduled to begin construction in 2026.

Two travel lanes on US-259 will remain open during construction. Access to residences and businesses will be maintained during construction and no relocations of residences or businesses are anticipated. No disproportionate impacts to minority or traditionally disenfranchised communities are expected.

Public Involvement Summary

ODOT has conducted public involvement for the proposed improvements, consisting of the following: advisory committee meetings held between July 2021 and October 2021, a conceptual meeting with the advisory committee in June 2022, a community outreach event in October 2022 to describe the proposed project to the public, a public meeting in May 2023 to provide details of the 3-lane and 5-lane configurations and to determine which configuration was favored by the general public, and an open house public meeting in March 2024 to provide project updates including results of the environmental studies. Details of the public involvement events are below.

On September 27, 2022, notification letters were mailed to 672 stakeholders and 760 property owners. ODOT hosted the in-person Community Outreach Event on October 27, 2022. Twenty-two (22) comments were received following the community outreach event in October 2022. The majority of the comments were asking for details about the different potential lane configurations.

On April 18, 2023, notification letters were mailed to public officials, agencies, and 1,320 property owners immediately adjacent to the project footprint. Postcards were sent using the United States Postal Service (USPS) Every Door Direct Mail (EDDM). ODOT hosted the public meeting on May 16, 2023. Twenty-four (24) comments were received following the public meeting in May 2023. Additionally, thirty-nine (39) surveys were submitted. Approximately 85% of survey respondents were in favor of the 5-lane configuration for the South Segment, approximately 70% were in favor of the 5-lane configuration for the Middle Segment, and approximately 80% were in favor of the 5-lane configuration for the North Segment. The Oklahoma Corporation Commission responded that there are no wells, new permits, or intents on or near the proposed project area. The Oklahoma Department of Environmental Quality responded that no adverse environmental impacts under DEQ jurisdiction are anticipated and authorization under the construction stormwater permit OKR10 is required for disturbances greater than one acre. The City of Broken Bow responded in reference to the importance of their main water transmission line that runs along US-259 within the project area; they said they support ODOT in this project. The McCurtain County

Assessor commented that a 5-lane expansion is needed badly. The Town of Hochatown passed a resolution on September 6, 2023, recommending the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown.

ODOT announced the selection of the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown on November 15, 2023. ODOT selected the 5-lane configuration based on the following three factors: 1) the Design Engineer recommended a 5-lane configuration for safety and traffic flow purposed, 2) the majority of the general public was in favor of the 5-lane versus the 3-lane configuration, and 3) the Town of Hochatown passed a resolution recommending the 5-lane configuration for all 6 miles of the US-259 improvements through Hochatown.

ODOT received a November 28, 2023, letter signed by 17 local stakeholders that stated reasons why a 3-lane configuration is preferred over a 5-lane configuration of US-259. There is no public controversy on environmental grounds.

In March 2024, notification letters were mailed to 66 public officials and agencies, 5 tribes, and 165 property owners immediately adjacent to the project footprint. ODOT hosted the public involvement meeting on March 26, 2024. Thirty-five (35) public comments and four (4) agency comments were received. Comments, recommendations, and questions from the public are related to safe pedestrian access, flow of traffic, traffic noise concerns, beauty and aesthetics, property and business impacts, parking, cost, wildlife, support for proposed improvements, right-of-way, turning movement, and design.

Environmental Summary
ODOT completed Section 106 consultation on behalf of FHWA for the above referenced project. ODOT determined the proposed project will have no effect on historic properties. Consultation with the State Historic Preservation Office, State Archaeologist, Caddo Nation, Choctaw Nation, Osage Nation, Quapaw Nation, and Wichita and Affiliated Tribes resulted in concurrence with ODOT's assessment and determination.

The action will involve work in 10 unnamed tributaries to Yashau Creek, Yashau Creek, and 4 unnamed tributaries to East Fork Lukfata Creek. No wetlands would be impacted. The proposed construction activities have been evaluated and are being designed to meet the terms and conditions of Nationwide Permit 14, Linear Transportation Projects.

A biological assessment was conducted by environmental scientists for federally listed threatened and endangered species, as well as habitat surveys for other protected bird species. Due to the previous development within the study area, there was very little potential habitat identified within the proposed limits of construction. The U.S. Fish and Wildlife Service concurred with ODOT's determinations and proposed measures, plan notes for mitigation and/or avoidance of the northern long-eared bat, tricolored bat, and monarch butterfly will be added to project plans under "Environmental Mitigation Notes" per policy Directive C-201-2D(2).

The proposed project could potentially affect nesting habitat for migratory birds, species protected by the Migratory Bird Treaty Act (MBTA), if construction activities occur during the nesting seasons of these species. A Migratory Bird Plan Note requiring avoidance of demolition or construction of existing structures with migratory bird use during the nesting season is proposed for the construction plans.

A Hazardous Materials Initial Site Assessment (ISA) / Phase I Environmental Site Assessment was conducted for the proposed project, which was based on a review of historical records, regulatory databases, and site reconnaissance. There were no recognized environmental conditions located within the study corridor that pose environmental risks. No additional investigations of hazardous materials are required.

A traffic noise study was conducted to determine the potential traffic noise impacts from the project. The predicted sound levels would generally decrease throughout the project area due to the proposed reduction in speed limit, and significant noise impacts would be minor. Noise abatement or mitigation measures, such as noise barriers, were determined not feasible due to driveway and access requirements and are not proposed.

Did the project have public involvement *(Check the applicable items and include public involvement summary and supporting documents in the appendix)*

X	Property Owner Notification			Road Closure Letter		**X**	Public/Stakeholder Meeting
X	Legal Notice/Website Posting		**X**	Small City Letter			None

IMPORTANT: ATTACH THE FOLLOWING:

1. ***STUDY FOOTPRINT OR PLANS***
2. ***THE PROJECT INITIATION REPORT, LOCAL GOVERNMENT NEPA CHECKLIST OR OTHER DOCUMENTS OUTLINING THE PROJECT SCOPE***

ATTACHMENTS (Check all that apply):

☒ NEPA Study Footprint and Plans
☒ Location Map
☒ Other Initiation Report (DESCRIBE)

Reasons DCE format is being proposed rather than EA.		
Description/Question	**Yes**	**No**
1. Based on prior planning studies and public involvement – this project has no or little substantive controversy	**X**	
2. This project has no new R/W or minor R/W adjacent to the existing facility and no or few residential/commercial relocations.	**X**	
3. The project has no potentially significant social, economic, environmental impacts identified by studies or agency solicitation	**X**	

Requester's Signatures

Ben Hagood, Freese and Nichols, Inc.	5/8/24
Environmental Consultant Project Manager & Firm Name (If Applicable)	Date
Kathy Koon	5/9/2024
ODOT NEPA Project Manager	Date
David Saulsbury	5/10/2024
ODOT Environmental Programs Assistant Division Manager	Date
Joe Barbato	5/10/2024
ODOT Environmental Programs Division Manager	Date

CONCLUSION:

Based on the 2019 ODOT/FHWA Programmatic Agreement for Categorical Exclusion processing and information provided, FHWA concurs that this project may be processed as a Documented CE (DCE). Upon completion of all studies and coordination, a draft DCE document will be submitted to FHWA for review and approval.		**YES**
		NO

Special Requirements from FHWA	
WILLIAM ALEXANDER ROWE Digitally signed by WILLIAM ALEXANDER ROWE Date: 2024.05.22 11:09:44 -05'00'	
FHWA Representative	Date

Attachments: Project Information listed above

OTHER

Oklahoma Department of Transportation

Project Initiation Report

Report Date: 04/27/2021
Job Piece: 3433304 Div / County: 02 / 45 - MCCURTAIN Project ID: J3-4333(004)PM
Highway: US259
Project Description: US-259: FROM 6.25 MI N. OF JCT SH-3, EXTEND N. 6.00 MI

PS&E: TBD R/W: FFY 2026 Drive-out Date:
Programmed Estimate:

EXISTING INFORMATION

Reconnaisance Data Available Yes
Location: http://plansrv1.agency.ok.local/osd/JP3433304/PSEDevelopment/DataReconnaissance

Functional Classification

Area Type:	☐ Urban	☐ Suburban	☑ Rural	
Terrain Type:	☐ Flat	☑ Rolling	☐ Mountainous	
Access Control:	☐ Full	☐ Partial	☑ None	
Highway Type:	☐ Freeway	☑ Principal Arterial	☐ Minor Arterial	☐ Collector
	☐ NHS	☑ Non-NHS	☐ STRAHNET	☐ Scenic Hwy

Existing Condition

Current ADT: 5150 % Trucks: 14% Number of lanes: 2 Lane Width: 12
Outside Shoulder Width: No Shlder Inside Shoulder Width:
☑ Open Section ☐ Curb & Gutter ☐ Divided Median Width:
☐ Other (describe)

Pavement Type: Asph Pavement Condition: Fair
Shoulder Type: Asph Shoulder Condition: Fair
Storm Sewer ☑ No ☐ Yes Storm Sewer Condition:
Sidewalks ☑ No ☐ Yes Left Width: Right Width:

Bridges within the Project extents: SEE ATTACHED INSPECTION REPORTS

NBI 14031 - 3 cell 10x5x59' RCB that is not deficient.

CONSIDERATIONS

Environmental

☑ **Cemeteries, list**
Hochatown Cemetery, refer to recon report for location

☑ **Hazardous Waste Sites / AST's / Coal Mines / LUSTs**
Refer to Data Recon Report

☑ **Threatened & Endangered Species, list with seasonal restrictions**
Refer to Data Recon Report

☑ **Aquatic Species, list with seasonal restrictions**
Refer to Data Recon Report

☑ **Wetlands, list**
Refer to Data Recon Report

☑ **Indian / Tribal / Federal / Wetland Reserve Program, list**
Refer to Data Recon Report

Alternative Impacts

☑ Other agencies / entities ☐ Turnpike Involvement ☑ Metropolitan Planning Organization

U.S. Forest Service, Choctaw Nation of Oklahoma, Kiamichi Economic Development District of Oklahoma (KEDDO), McCurtain County Commissioner District #3, City of Broken Bow

Right of Way / Utilities

☑ **Additional Right of Way anticipated, list**
TBD

☑ **Utility Conflicts, list**
three overhead electric transmission lines, three water lines, a sanitary sewer line, two telephone lines, and one natural gas distribution line

Permit Information

Design Exception Anticipated:

☐ **Maintenance Agreements (Lighting, Signals,...), list**

Permits Required: ☐ FAA ☑ USACE ☐ OWRB ☐ Railroad ☐ Other
404 Permit - TBD

Additional Permit Comments:

Special Considerations:

Ouachita National Forest, including the Forest office and tribal property

PROPOSED IMPROVEMENTS

Project Intent:

To improve the safety and operation of the highway.

Description of Proposed Improvements:

Report Date: 04/27/2021
Job Piece: 3433304 Div / County: 02 / 45 - MCCURTAIN Project ID: J3-4333(004)PM
Highway: US259
Project Description: US-259: FROM 6.25 MI N. OF JCT SH-3, EXTEND N. 6.00 MI

The general scope of this project is to improve US-259 to meet the current and future needs for the area. This project will incorporate the following items:

- o Preliminary engineering to develop concepts for the selection of a preferred alternative.
- o Coordination with the advisory committee as representatives of the public and stakeholders.
- o Development of construction plans for the preferred alternative that will culminate in a PS&E deliverable.
- o Potential development of construction plans that will culminate in a PS&E deliverable to make interim improvements at the intersections of SH-259A (South) and Stevens Gap Road that will work with the selected alternative.

Intersection signal plans are currently being developed by Traffic Division for the US-259 & US-259A (North) intersection.

New Bridge Info: NBI 14031 - 3 cell 10x5x59' RCB will need to be extended with any road widening.

Design Speed:
Desired:
Minimum:

Potential to transfer Steel Beams to County: ☐ Yes ☐ No ☑ N/A

Project Termini

Beginning of Project: Approx. 6.25 mi north of Jct SH-3

End of Project: approx. 12.0 mi north of Jct. SH-3 (Golf Course Road)

Limits of Survey: US 259 –
Start: At W. 5th Street in Broken Bow
End: At a point approx. 1000' north of Golf Course Road (Approx. 12 miles)
Width: 200' Left and Right of US-259 (100' Lt & Rt between 5th and 11th)

Intersecting Roads –
Sherry Lane: Extend 1000' east and west of US 259 (100' Lt & Rt)
US 259A South: Extend 1000' east of US 259 (100' Lt & Rt)
Stevens Gap Rd.: Extend 1000' east of US 259 (100' Lt & Rt)

Survey being done by ODOT.

Limits of NEPA: Study footprint determined by designer and provided to EPD

Typical Section

☐ Open Section ☐ Curb & Gutter ☐ Divided Median Width:
☑ Other TBD during preliminary engineering

Number of lanes: TBD Lane Width: TBD
Outside Shoulder Width: TBD Inside Shoulder Width:
Storm Sewer: ☑ No (only if needed in C&G section) ☐ Yes
Sidewalks: ☑ No ☐ Yes

Overlay:	☐	No	☑	Yes	Thickness:	Determined by pavement design
Coldmill:	☐	No	☑	Yes	Thickness:	Determined by pavement design

Report Date: 04/27/2021
Job Piece: 3433304 Div / County: 02 / 45 - MCCURTAIN Project ID: J3-4333(004)PM
Highway: US259
Project Description: US-259: FROM 6.25 MI N. OF JCT SH-3, EXTEND N. 6.00 MI

Add Shoulders ☐ No ☑ Yes Width: TBD as part of design
Bridge Width:

Alignment

☑ Existing
☐ New, located ☐ North ☐ South ☐ East ☐ West of existing
☐ Parallel lanes, located ☐ North ☐ South ☐ East ☐ West of existing
Decision comments:
☐ Spot Improvements
☐ Horizontal, Description:
☐ Vertical, Description:

Detour

☐ Shoo-fly, located ☐ North ☐ South ☐ East ☐ West of existing
☐ Widening, located ☐ North ☐ South ☐ East ☐ West of existing
☐ Crossovers
☐ Close Road
☐ Signed Detour, Route Desc:
Anticipated Duration of Detour:
☐ Agreement Required for Detour
☑ Phased Construction, Desc: Road will remain open during construction using phased construction and maintain access to properties.

Aesthetics

☐ Yes ☑ No

Traffic Items

Traffic Management Plan	☑ No	☐ Yes	
Median Barrier	☑ No	☐ Yes	
New Guardrail	☑ No	☐ Yes	
End Treatment	☑ No	☐ Yes, Type:	
Highway Lighting	☑ No	☐ Yes ☐ Outside ☐ Median	
Traffic Signals	☐ No	☑ Yes	US 259 at SH 259A (South) and Stevens Gap Road

Miscellaneous

Channel Work ☑ No ☐ Relocation ☐ Re-alignment ☐ Cleanup
Public Involvement ☐ No ☐ Road Closure Letters
☐ Public Meeting
☐ Stakeholder Meeting

PROGRAMMING INFORMATION

RW Project Needed ☐ No ☑ Yes
Utility Project Needed ☐ No ☑ Yes

Report Date: 04/27/2021
Job Piece: 3433304 Div / County: 02 / 45 - MCCURTAIN Project ID: J3-4333(004)PM
Highway: US259
Project Description: US-259: FROM 6.25 MI N. OF JCT SH-3, EXTEND N. 6.00 MI

Initiation Estimate

Roadway:
Bridge:
Traffic Control:
Signing and Striping:
Highway Lighting:
Traffic Signals:
Mobilization:
Staking:
E & C:

Total Construction:

Right of Way:
Utilities:

Total Estimate:

Comments:

Approx. $30 mil

Program Revisions

Estimate: Letting Date: / Project Length:
Work Type:
Description:

Attendees

Report Author: David Saulsberry

McCurtain County, JP 34333(04) – US-259 – Begin at W. 9th Street in Broken Bow, Extend North Approximately 12.5 Miles
CI-2141E Task Order 2

Reconnaissance Data Collection Executive Summary

Reconnaissance data collection was performed for the US-259 corridor beginning at W. 9th Street in Broken Bow and extending north approximately 12.5 miles in McCurtain County, Oklahoma. The data collection area included 250 feet on each side of the existing US-259. The data collection area consists primarily of undeveloped wooded land, roadway, as well as the north section of the City of Broken Bow and the small lake community of Hochatown. There are three bridges within the project area (NBIs 13819, 13820, and 14031).

This Reconnaissance Data Collection report identified several constraints in the project corridor. There are six federal properties within or immediately adjacent to the project area associated with the U.S. Forest Service, Ouachita National Forest, including the Forest office. There are three tribal fee parcels and three tribal trust parcels within the study area. All are owned or held in trust for the Choctaw Nation of Oklahoma. Utilities in the project area include three overhead electric transmission lines, three water lines, a sanitary sewer line, two telephone lines, and one natural gas distribution line. There are twenty-seven regulated trade fixtures in the project area. There are no airports, cemeteries, wildlife or waterfowl refuges, military properties, or significant cultural resources.

There are twenty-eight hazardous waste sites within or adjacent to the project area. These sites include twenty-five UST, AST, LUST and LAST sites. Based on the OCC Oil and Gas Division well database, no wells are located within the project area or within 1/8 mile of the project area. There are no water wells located within the project area; however, ten ground water wells are located adjacent to the project area.

Natural resources in the project area include several stream crossings and potential wetlands. Drainage in the project area generally flows to the south to the Little River. The project area is located within two federally listed aquatic dependent species watersheds, Little River (Rabbitsfoot, Ouachita Rock Pocketbook, Scaleshell Mussel, and Winged Mapleleaf) and Mountain Fork Rivers and its tributaries (Leopard Darter). The FEMA floodplain maps indicate no Zone AE floodplains occurring within the project area. Multiple streams and wetlands were observed during the site visit.

Threatened and endangered species in the area include the species mentioned as well as the Northern Long-Eared Bat, Piping Plover, Red Knot, Red-cockaded Woodpecker, American Alligator, American Burying Beetle, and Harperella. Depending on what specific habitat is

identified in the proposed project area, certain species may require pre-construction surveys or seasonal restrictions on tree clearing and construction.

Census data collected for the project area show Block Groups within Broken Bow at the southern end of the project area have a lower median household income and a higher percentage of families living below the poverty line than the County and the State. In addition, this southern end has a higher concentration of minority populations than the County and the State. The Native American population percentage is higher in all Block Groups (excluding Block Group 1 in Census Tract 985) that the County and State percentages.

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
14031	4516 0913 X	53	81.10	ND

IDENTIFICATION

Bridge Description:
(3) 10ft. X 5ft. X 59ft. LONG RCB

1. State: Oklahoma
2. Division: Division 2
3. County: MCCURTAIN
4. City: Unknown
Admin Area: Unknown
5a. On/Under: Route On Structure
5b. Kind of Hwy: U.S. Hwy
5c. Lvl of Srvc: Mainline
5d. Route No.: 00259
5e. Dir. Sufx: N/A (NBI)

7. Facility Carried : U.S. 259
6. Feat. Intersect: CREEK
9. Location: 9.1 N JCT US-70
11. Mile Post: 9.128 mi
13. LRS Inv. / Sub Rte: 4516 0000 / 03
16. Latitude: 34° 09' 23.16"
17. Longitude: 094° 45' 13.44"
98. Border Brdg: Unknown (P)
% Responsible: 0.00
99. Border Brdg #: Unknown

INSPECTION

Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.
NBI:		1	24 months	7/2/2019	07/02/2021
FC:	N	0		NA	NA
UW:	N	0		NA	NA
OS:	N	0		NA	NA

CLASSIFICATION

12.Base Hwy Net.: On Base Network
20. Toll Facility: On free road
21. Custodian: State
22. Owner: State
26. Function Class: 02 Rural Other Princ
37. Historical Sig.: Not eligible for NRHP
100. Def. Hwy: Not a STRAHNET hwy

101. Parallel Str.: No || bridge exists
102. Traffic Dir.: 2-way traffic
103. Temp. Str.: Not Applicable (P)
104. Hwy System: On the NHS
105. Fed Land Hwy: N/A (NBI)
110. Defense Hwy: Not a STRAHNET hwy
112. NBIS Length: Long Enough

STRUCTURE TYPE AND MATERIALS

43a/b. Main Span: Concrete / Culvert
44a/b. Appr. Span: Unknown / Unknown (P)
45. # of Main Spans: 3
46. # of Appr. Spans: 0
107. Deck Type: N/A (NBI)
108a. Wearing Surface: N/A (no deck (NBI))
108b. Membrane: N/A (no deck (NBI))
108c. Deck protection: N/A (no deck (NBI))

CONDITION

58.Deck: N/A (NBI)
59.Sup.: N N/A (NBI)
60.Sub: N N/A (NBI)
62.Culvert: 8 No Major Prob
61.Chan./Chan. Prot.: 6 Bank Slumping

Flowline Notes

[2011] Profile begins at SE corner, measured from top of floor
2017-same

AGE AND SERVICE

19. Detour Length: 49.7 mi
27. Year Built: 1958
28a/b. Lanes on/und: 2 / 0
29. ADT: 4,200
30. Year of ADT: 2017
42a/b. Type of Svc on/und: Highway / Waterway

106. Year Reconst.: -1
109. Truck ADT: 16%

LOAD RATING AND POSTING

31. Design Load: MS 18 (HS 20)
41. Post. Status: A Open, no restriction
70. Posting: 5 At/Above Legal Loads
Date Rated: 04/27/2016
63.Op / 65.Inv. Rating Meth.: 1 LF Load Factor / 1 LF Load Factor

	H	HS	3-3	EV3	SHV
64. Operating Rating (tons):	31.61	56.96	88.11	0.00	0.00
66. Inventory Rating (tons):	18.96	34.17	52.86	-1.00	

GEOMETRIC DATA

10. Vert. Clearance: 99.99 ft
32. Appr Rwy Width: 36.00 ft
33. Median: No median
34. Skew: 0.00°
35. Struct. Flared: No flare
47Horizontal Clr: 59.00 ft
48. Length Max Span: 10.00 ft
49. Struct. Length: 34.00 ft

50a. Curb/Sdwlk Width L: 0.00 ft
50b. Curb/Sdwlk Width R: 0.00 ft
51. Width Curb to Curb: 0.00 ft
52. Width Out to Out: 0.00 ft
Deck Area: 0.00 sq. ft
53. Min.Vert.Cl.Ovr Brg: 99.99 ft
54a.Min.Vt.Undclr.Ref.: N Feature not hwy c
54b. Min. Vert. Undclr.: 0.00 ft
55a. Min.Lat.Undclr.Ref: N Feature not hwy
55. Min.Lat.Underclr. R: 0.00 ft
56. Min.Lat.Underclr. L: 0.00 ft

APPRAISAL

36a. Brdg Rail: 0 Substandard
36b. Transition: 0 Substandard
36c. Appr. Rail: 0 Substandard
36d. Appr.Rail Ends: 0 Substandard
67. Str Evaluation: 7 Above Min Criteri

68. Deck Geom.: Not applicable (NBI)
69. Vert./Horiz. Undclr: Not applicable (NB
71. Waterway Adeq: 8 Equal Desirable
72. Appr. Alignment: 8 Equal Desirable Crit
113. Scour Critical: 4 Stable, needs actior

PROPOSED IMPROVEMENTS

94. Bridge Cost: $230,000
95. Roadway Cost: $379,500
96. Total Cost: $644,000
97. Yr.of Cost Est.: 2015

75. Type of Work: 33 Widen w/o Deck Rel
76. Lngth of Improvement: 33.1 ft
114. Future ADT: 6,720
115. Yr.of Future ADT: 2037

NAVIGATION DATA

38. Nav. Control: Permit Not Required
39. Vert. Clearance: 0.0 ft
40. Horiz. Clearance: 0.0 ft

111. Pier Protect.: 1 Not Required
116. Lift Bridge Vert. Clr.: 0.0 ft

OKLAHOMA ITEMS

200c. Temperature: 83
200d. Weather: Ptly Cloudy
201. Struc.Stl. ASTM Desig.: -1 / -1
202. Waterprf.Membrane: -1
Date Installed: 01/01/1901
203. Type Exp. Device: _
204. Type of Railing: N/A
205. Material Quantity: -1.00
208a. Type of Abutment: _
b. Type of Found.: _
209. Type of Pier/Found.: - /

210. Foundation Elev.:

	-1.00	-1.00
-1.00	-1.00	-1.00

211. Wear.Surf.Prot.Sys: None
Date Installed: 01/01/1901
213. Utilities Attached:

214a. Posted Weight Limit: NR
b. Posted Speed Limit: 55
c. Narrow/1way Brdg Sign: No
d. Vertical Clr. Sign: No
Adv. Warning Sign: No
e. Navigation Lights?: No
Working/Not Working: NA
215. Overpass: U.S. HIGHWAY
221. Substr.Cond.(U/W):
222. Fill Over RCB: 4
223. Appr.Slab/Rwy Cond.: 1
225. Paint Type/Ovrct: N/A
226. Date Painted:
227. Paint Color: -1
233. Deck Forming:
238. School Bus Rte.: Current & Desired route
240. Appr. Rwy Type.: Asphalt/Bituminous
243. Grdr Spacing/No.: /

244. Span Lengths:
245. Girder Depth:
246a. Type of Ovelay: NA
b. Overlay Thickness:
c. Overlay Date: 01/01/1901
d. Ovly Depth Changed >1": _
247. Protective Systems:

248. # Field Splices w/ Corrosion: 0
249. Scour Crit. POA Exists?: _
250. Headwall: 57.00
254. Thru Truss Type:
257a. OkiePROS Truck Routing: Culvert
258. Plans w/Found.in ODOT File:
259. Scour Eval. in ODOT File:
263. Interchange at Intersection: No
264. Interstate Milepoint: -1.00

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.:	Structure No.:	Local ID:	Suff. Rating:	
14031	4516 0913 X	53	81.10	ND

Inspection Date: 7/2/19 Shane Miller

Invoice No.: SM-04 Inspected With: Dare Obasade

BRIDGE NOTES:

INSPECTION NOTES: **7/2/19**

All OM-3 signs are missing.

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
241 / 1	Re Conc Culvert	ft	177.00	100%	177.00	0%	0.00	0%	0.00	0%	0.00
-1											
961 / 1	Scour SF	(EA)	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
FX - A 18in. deep scour hole exists at SE corner.											
965 / 1	Debris SF	(EA)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
FX - Silt in two (2) north cells is 12in. to 18in. deep. North cell debris is 3ft deep											

CE Document Checklist (Updated 06/20/2022)

Should be included in the Other Section of all projects

JP No:	JP34333(04)(08)	Prepared by	Glen Adams
County:	McCurtain	Checked by	Ben Hagood
Date Checked:	6/12/2024		
No	Description		Checked?
1	**Project Information**		
1.1	Correct Project No? (Check against Oracle info)		X
1.2	Correct NBI No.? - Check against initiation report, Oracle, and plans		X
1.3	Location No. for County projects only?		N/A
1.4	Correct Field District and County?		N/A
1.5	Correct Project Description? (Check against Oracle info and make sure it matches project extent on the plans. If it doesn't match, get the PM to fix the Oracle)		X
1.6	Construction Program/STIP/TIP Checked?		X
2	**Existing Conditions**		
2.1	If it is a roadway project, is the roadway described first, then mention any bridges mentioned within the project extent		X
2.2	Are the existing bridge type (span or box), width for span bridges (or length for box) and structural conditions for each bridge correct ? Check against Bridge Report.		N/A
2.3	Correct approach roadway width?		X
2.4	Any roadway geometric deficiencies?		X
2.5	Traffic data from plans - existing and projected?		X
3	**Purpose & Need**		
3.1	Why is the project needed (NEVER what is proposed – REPLACE BRIDGE or WIDEN ROADWAY or ADD SHOUDERS is NOT the Purpose & Need)		X

4	**Alternatives & Proposed improvement**	
4.1	Proposed roadway and bridge width	X
4.2	Existing or offset alignment – reason for offset	X
4.3	Replacement, Rehab, Removal or new bridge where there was none. Removal of bridge or widening of bridge.	X
4.4	Road open to traffic during construction (If there is a shoofly, it is considered open to traffic. Closed to traffic is only if there is a posted detour on a different route)	X
4.5	Mention if everything is within existing R/W	X
4	**Public Involvement**	
4.1	Check appropriate public involvement box. Include Road Closure letter, Early Coordination letters, Public Notices and Public/Stakeholder Meeting material in the appropriate Appendixes	X
5	**CE Questions & Studies**	
5.1	~~Is the NEPA on Hold Memo included?~~	Not Needed.
5.2	Are the R/W submittal or Final Plans with DATE STAMP included in the Plans & Footprint Section?	X
5.3	Did the preparer verify that the plans were within study limits?	X
5.4	Is the offset alignment far enough away so that R/W not immediately adjacent to existing R/W is needed?	N/A
5.5	Are the following early coordination letters and responses included in Early Coordination section? (1) Property owner letter with list of property owners or letter from County Commissioner with list of property owners, (2) BLM Letter and for state projects, (3) BIA Letters, (4) Small City Letter, (5) Department of Mines	X
5.6	Were there Tribal or Federal properties identified (from plans and recon data)? If there are tribal, include all the tribal consent letters, signed permission letters and any other related permission information. If there are federal properties identified, include complete coordination information. If there are federal properties identified as a 4(f) property, this information will be included in the 4(f) appendix instead. If there are BIA properties, the project is in Osage Nation or there are federal properties, it will be an ICE.	x
5.7	Are the studies arranged in the same order as the CE Questions?	X

5.8	CR Report complete & arranged in the chronological order from latest to oldest- includes letter to and from SHPO & OAS, CR report, Initial letters to and responses from Tribes, Final letters to and responses from Tribes? Do the CR Notes match the report? Are the notes checked in	X
5.9	Have the 4(f) properties been identified (from Recon, county map, and plans)? If there are 4(f) properties, is the complete Section 4(f) coordination included in the Section 4(f) section?	X
5.10	Was Section 6(f) properties verified with Dept. of Tourism for any parks?	X
5.11	Is a noise study needed (offset alignments, capacity increase, or major vertical grade change)? If yes, is it included in the Noise Section and any commitments listed in the CE	X
5.12	Is the biological studies included and any notes for species included in the commitments.	X
5.13	Was there a Preliminary 404 Review done by the 404 permit coordinator for any projects which had > 0.1 streams or > 0.5 AC of wetlands in the initial study? Is the 404 permit box checked	X
5.14	Does the project involve navigable waters (check USACE Section 10 waters and then verify with Coastguard) and requires Coastguard coordination? If so, it listed in the Commitment?	N/A
5.15	Does the project involve one of the scenic rivers or streams (Check Oklahoma Scenic Rivers website)? If so, include coordination with Scenic Rivers in the "Other Section"	N/A
5.16	Was there coordination done with NRCS for projects involving new R/W and not in an urban area? Letter to NRCS, AD-1066 Form completed partially (if no response from NRCS) or completely (if NRCS completed their portion), and statement of nor response from NRCS if applicable	N/A
5.17	Is the project location circled on the FEMA map or printout from FEMA site saying no map is available included? If the project is in zone A-E, is the coordination with the Designer to determine the need for map revision included?	X
5.18	Is the haz materials note mentioned and included at the end of the CE if applicable? If the hazardous material specialist required plans to complete studies, were the plans provided and a revised memo obtained?	X

5.19	Were the plans checked for road closure? Include sheets (Round Robin) which say road will not be closed for bridge joint, paint, etc. projects, letters sent and any responses. If there is road closure, were letters sent	X
5.20	Does the "Other Section" include (1) initiation report for state projects or NEPA Checklist for Local Govt. projects, (2) Any additional project coordination, (3) bridge reports, ~~(4) Project Oracle information sheet with NEPA document information,~~ (4) Completed CE Review Checklist	X