



Programmatic/Individual Categorical Exclusion

X	PCE	ICE
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Date	May 20, 2021	Project Number	J2-4356(007)
County	Oklahoma	State Job Piece No:	24356(07)
NEPA Project Manager	Frank Guerrero	Phone Number	(405) 522-6547
ODOT Field District	4	Bridge NBI No. <i>(For County & State Projects)</i> & Location No. <i>(County Projects Only)</i>	N/A
Project Description from JPINFO	SH-66: Grade, drain, and surface from 5.57 miles east of I-35 (Division St.), extend east approximately 1 mile through Arcadia		
This project is included in: <i>(Check all applicable ones)</i>	X	State 8 Year Construction Program	
		County 5 Year Construction Program	
	X	State Transportation Improvement Program	
This project has federal funds: <i>(Check applicable one.)</i>	X	Currently has Federal Funds	
		Potential for Future Federal Funds	
This project is in the Metropolitan Transportation Improvement Program (If applicable) <i>(Check applicable one)</i>		Yes	
	X	Not Applicable	

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 of the environment as defined by the National Environmental Policy Act (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 Assessment.

<p>Existing Conditions:</p> <p>The existing SH-66 roadway within the project limits has two 12-ft. wide driving lanes and 1-ft. wide outside asphalt shoulders. The pavement and shoulder pavement is in fair condition. This section of SH-66 in Oklahoma County is part of a larger corridor on SH-66 identified as needing improvements from Post Road to the Lincoln County line. This two lane section is the middle of the three sections in the larger SH-66 corridor needing improvements. The current Annual Average Daily Traffic (AADT) is 5,600 vehicles per day (vpd) with a future 20-year AADT of 7,300 vpd.</p> <p>This section of SH-66 is located within the Route 66 National Scenic Byway. The National Register of Historic Places (NRHP)-listed Arcadia Round Barn and Brooks Building are both adjacent to the SH-66 roadway.</p>

<p>Purpose & Need</p> <p>To maintain good condition of the roadway and preserve tourism along the iconic Route 66 highway.</p>
<p>Alternatives Considered & Proposed Improvement</p> <p>In order to engage the public and stakeholders within the SH-66 corridor from Post Road to the Lincoln County line, a public meeting was held on July 26, 2011 in Arcadia to inform the public and solicit input on the proposed improvements. One hundred seventeen (117) property owners along Route 66 from Post Road to the Lincoln County Line were notified of the proposed improvements and sent an invitation to the meeting. Forty one (41) stakeholders and public officials, including representatives of the Oklahoma Route 66 Association, the Oklahoma Byways Program at University of Oklahoma Outreach, the Oklahoma Bicycle Society, the Oklahoma Bicycling Coalition, Oklahoma Department of Tourism and the Cities/Towns of Edmond, Arcadia, Oklahoma City and Luther were notified of the proposed improvements and sent an invitation to the meeting. Ninety (90) people were in attendance.</p> <p>Fifty-six (56) written comments were received. Most of the comments focused on desired improvements within the Town of Arcadia, outside the scope of planned improvements presented at the meeting. A letter was received from the Mayor of Arcadia, members of the public and elected officials all expressing concern for the projects and the impacts they could have to the Arcadia area and tourism associated with Route 66. ODOT met with the Mayor of Arcadia to discuss the different projects as proposed, including the expansion of SH-66 to a 4 lane roadway from Post Road to Westminster, based upon current and proposed future traffic counts. Work was not planned in the Town of Arcadia due to the concern that the design of a project through town could significantly change the character of the town. The sentiment from the Town of Arcadia and many in attendance at the meeting would support and encourage improvements through town, if conducted in a manner that reflected the importance of tourism, Route 66, and the historic sites in town.</p> <p>In a letter from July 5, 2013, Mayor Murrell again reiterated the Town of Arcadia’s support for improvements to SH-66, specifically walking and/or bike trails, in the Post to Westminster project and the desire for drainage improvements through Arcadia. In August of 2014, a meeting with various stakeholders for the corridor was held. Those in attendance included representatives from ODOT Division 4, ODOT Project Management Division, Mayor Murrell and other town representatives, representatives with Arcadia Farm, LLC and Pops Restaurant. The section from Post Road to Westminster was discussed, and consensus reached that the project scope as proposed was acceptable. For the section from Westminster through Arcadia, the Town of Arcadia expressed a desire for drainage improvements, lighting, a walking path/bike/path, etc., instead of the limited scope resurfacing-only project ODOT proposed in order to limit disturbance to the historic setting of SH-66 in town.</p> <p>Based on the public and stakeholder involvement, it was decided that ODOT will identify and make context sensitive improvements to the two lane highway through the Town of Arcadia, addressing drainage problems and pedestrian safety, while being sensitive to the tourism, Route 66 and historic concerns, through a collaborative process of stakeholder and public involvement.</p> <p>The proposed improvement start just west of Division Street in Arcadia and extend east for approximately one mile. The improvement consists of adding paved shoulders and resurfacing the existing roadway. There will be two 12 ft. wide driving lanes and outside shoulders between 4 ft. and 8 ft. wide. A center turn lane will be added at Anderson Road. New right of way is required for the project and the road will remain open during construction.</p> <p>ODOT completed Section 106 consultation on behalf of FHWA for proposed improvements to SH-66 through Arcadia, Oklahoma; 26.6 acres were surveyed. ODOT determined the proposed project will have no effect on historic properties.</p> <p>No archaeological sites were recorded; two buildings, three building complexes, the segment of Route 66 and two drainage culverts located along the segment were documented. ODOT determined Building 2</p>

(the Brooks Building) is eligible for inclusion in the NRHP and SHPO concurred. The NRHP-listed Arcadia Round Barn is adjacent to the study area. These properties will be avoided by the project, and the roadbed pavement will not extend beyond the existing northern pavement lines in the vicinity of the Round Barn. The 60% plans (June 4, 2018) clearly indicate compliance with this commitment.

ODOT assessed the remaining newly documented resources, including the Route 66 roadbed segment, as not eligible for inclusion in the National Register of Historic Places. The SHPO disagreed with ODOT and FHWA's finding, commenting that the roadbed segment was eligible for inclusion in the NRHP. In order to resolve the dispute, at ODOT's request, FHWA sought the Keeper of the National Register's formal determination of eligibility. The Keeper concurred with ODOT and FHWA and responded that the Arcadia Segment of Route 66 lacks sufficient physical integrity to merit individual listing in the NRHP (9/19/2019).

Did the project have public involvement (*Check the applicable items and include public involvement summary and supporting documents in the appendix*)

<input checked="" type="checkbox"/>	Property Owner Notification		Road Closure Letter	<input checked="" type="checkbox"/>	Public/Stakeholder Meeting
	Legal Notice/Website Posting	<input checked="" type="checkbox"/>	Small City Letter		None

All documentation, analyses, and agency coordination regarding this Categorical Exclusion are attached to this document and maintained in the project file at the Oklahoma Department of Transportation, Environmental Programs Division.

Criteria Identified in Section IV.A.1.b. of the 2019 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA:		
Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required.		
Description/Question	Yes	No
i. Does the project result in capacity expansion of a roadway by addition of through lanes?		<input checked="" type="checkbox"/>
ii. Does the project involve any permanent changes limits of access control or to the operation of an Interstate highway, associated interchanges or ramps or requires an Access Justification Report (AJR)?		<input checked="" type="checkbox"/>
iii. Is the project not included in or is inconsistent with the statewide transportation improvement program, and in applicable urbanized areas, the transportation improvement program?		<input checked="" type="checkbox"/>
iv. Does the project involve acquisition of more than minor right-of-way not adjacent to the existing facility?		<input checked="" type="checkbox"/>
v. Does the project involve residential or commercial relocation?		<input checked="" type="checkbox"/>
vi. Does the project include acquisition of land for hardship or protective purposes, or early acquisition pursuant to Federal acquisition project (23 U.S.C. § 108(d))		<input checked="" type="checkbox"/>
vii. Does the project have potential for disproportionately high and adverse impact on minority or low income populations, based on known demographics in the project vicinity, extent of R/W, relocations, and other identified impacts?		<input checked="" type="checkbox"/>
viii. Does the project involve property in which another Federal Agency or Federally Recognized Tribe has ownership, oversight or any other encumbrance?		<input checked="" type="checkbox"/>
ix. Does the project involve a determination of adverse effect by Oklahoma State Preservation Office (SHPO) or a designated Tribal Historic Preservation (THPO) in accordance with Section 106?		<input checked="" type="checkbox"/>
x. Does the project involve a Programmatic Section 4(f) or de minimis finding which has not been previously approved by FHWA?		<input checked="" type="checkbox"/>
xi. Requires the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305), the Federal Aid in Sport Fish Restoration Act (16 U.S.C. 777-777k, 64 Stat. 430), the Federal Aid in Wildlife Restoration Act (16 U.S.C. 669-669i; 50 Stat. 917), or other unique areas or special lands that were acquired in		<input checked="" type="checkbox"/>

Criteria Identified in Section IV.A.1.b. of the 2019 FHWA/ODOT Programmatic Agreement for Processing Categorical Exclusions that would require Individual Review and Approval by FHWA:		
Check Yes or No below. If the answer to any of the questions below is Yes, an Individual CE will be required.		
Description/Question	Yes	No
fee or easement with public-use money and have deed restrictions or covenants on the property		
xii. Does the project involve any impact on Noise Abatement Criteria (NAC) Category A, B, C or D receptors?		X
xiii. Does the project involve a finding of “may effect, likely to adversely affect” determination under Section 7 of the Endangered Species Act or the Bald and Gold Eagle Protection Act and can be processed as under programmatic agreement?		X
a. Does the project involve a Section 7 Formal Consultation Process prior to start of construction?		X
xiv. Does the project require an Individual Section 404 Permit (This is generally for major River Crossings, waters or wetlands impact greater than 3.0 AC, Projects with Formal Consultation, structures on new alignment or others as determined by USACE.)?		X
xv. Does the project involve construction across or adjacent to a river designated as a component in the National System of Wild and Scenic Rivers?		X
xvi. Does the project require a Coast Guard Permit?		X
xvii. Does the project involve an adverse impact on prime farmland where Natural Resources Conservation Agency (NRCS) has required consideration of alternatives and measures to avoid and minimize impacts?		X
xviii. Does the project involve increase to the base 100 Year floodplain in a regulatory floodway (Zone A-E in a FEMA Map) that will require a flood map revision as determined by the appropriate state or local authority?		X
xix. Does the project not conform to the State Implementation Plan which is approved or promulgated by the U.S. Environmental Protection Agency in air quality non-attainment areas		X
xx. Does the project involve any known Superfund site?		X
xxi. If the project involves road or bridge closure or ramp closure, do any of the following conditions apply? (Check the boxes ONLY if the project involves road closure)		
a. No Access will be provided to local traffic or posted		
b. Through traffic dependent businesses will be affected		
c. The detour or closure will substantially alter the environmental consequences of the action, such as by creating unsafe conditions on the detour route or requiring additional work or expansion to detour routes to carry the additional traffic.		
d. There is a public controversy associated with the detour or closure		
e. The detour closure will interfere with special events or activities		
xxii. Does the project have substantial public or agency controversy on environmental grounds?		
Explanation for Individual CE (If any of the answers above are YES):		
Item for which the answer is YES		
Explanation that CE Classification is appropriate		
Item for which the answer is YES		
Explanation that CE Classification is appropriate		

<p>Pre-Construction Commitments:</p> <p>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.</p> <p>The 60% plans dated June 4, 2018 accurately illustrated avoidance of the NRHP-listed Arcadia Round Barn and the NRHP-eligible Brooks Building, in compliance with ODOT's commitment to avoid these historic properties. Any changes to the plans will require re-consultation with State Historic Preservation Office (SHPO).</p>
<p>Right-of-Way and Utility Commitments</p> <p>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.</p>
<p>Construction Commitments</p> <p>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.</p>
<p><u>Cultural Resources Avoidance Notes:</u></p> <p>The roadbed pavement must not extend beyond the existing northern pavement lines in the vicinity of the National Register of Historic Places (NRHP) listed Round Barn and Brooks Building in Arcadia. The 60% plans dated June 4, 2018 accurately illustrated avoidance of the NRHP-listed Arcadia Round Barn and the NRHP-eligible Brooks Building, in compliance with ODOT's commitment to avoid these historic properties. Any changes to the plans will require re-consultation with State Historic Preservation Office (SHPO)</p>
<p><u>Species Plan Notes</u></p> <p>Bald Eagle Note: Suitable nesting, roosting or foraging habitat for the Bald Eagle occurs within the project's action area. The Bald Eagle nesting season in Oklahoma extends from September 16, through May 31. The Resident Engineer shall contact the ODOT Biologist at 405-521-2515 to schedule a nest survey. Nest search surveys can only be conducted when leaves are not on the trees typically between December 1st and February 28th. No work may occur within suitable Bald Eagle habitat located between STA. 00+00 and STA. 501+00.00 during the nesting season (September 16, through May 31) until the completion of the survey by the ODOT Biologist. If nests are observed, a no-work buffer up to a distance of 1000 feet shall be placed around the nest. The exact distance of the buffer zone shall be established by the ODOT Biologist in consultation with US Fish and Wildlife Services. If the buffer cannot be maintained, all clearing, external construction and landscaping activities, within the buffer, shall be conducted between June 1 and September 15 (outside the nesting season).</p>
<p>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 bird species extends from March 1 to August 31. The project was surveyed for migratory bird nests in August 2018. Although no nests were observed on any of the structures involved in this project (migratory bird nesting use of the Soldier Creek bridge (NBI:26455) was observed, however, this bridge is an exception and will not be worked on), the survey is valid only until the start of the 2019 nesting season (beginning March 1). The Resident Engineer shall contact the ODOT Biologist at 405-521-2515 if any bird use of the existing structures is observed. If birds are observed then painting, repair, retrofit, rehabilitation or demolition of</p>

the existing bridge and culverts shall be conducted between September 1, and February 28, when migratory bird nests are not occupied. The bridge and culverts may 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.

Hazardous Waste Notes:

<u>Station</u>	<u>OCC Facility No./Case No.</u>	<u>Facility</u>
454+50 to 456+50 25ft LT	55-12920/064-2323	66 Lake Stop


Petroleum contamination may exist at or near the referenced Leaking Underground Storage Tank (LUST) site. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT’s Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3050 for assistance.

The Environmental Programs Division shall provide **the final plan sheet with the mitigation notes** to the Designer for inclusion in Final Plans and keep a copy for the project records. The mitigation measures above should be discussed at all Pre-work conferences per Policy Directive C-201-2.

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.

Development of the project including coordination and assessment of potential social, economic and environmental impacts has been considered in accordance with DOT ORDER 5610.1C, and CEQ REGULATIONS 40 CFR 1500 - 1508 as amended, 23 CFR 771.117 and the 2019 FHWA/ODOT Programmatic Agreement for processing of categorical exclusions. Implementation of this action as a “Categorical Exclusion” will satisfy the requirements of the National Environmental Policy Act.

Preparer/Reviewer Signatures

Scott Stegmann 	5/20/2021
Environmental Consultant Project Manager (If Applicable)	Date
CP&Y, Inc.	
Environmental Consultant Firm Name (If Applicable)	Date
County Commissioner or City Manager (For Local Government Projects)	Date
ODOT Environmental Project Manager	Date
Assistant Environmental Programs Division Engineer	Date
Environmental Programs Division Engineer	Date
CONCLUSION:	
ODOT has reviewed the conditions identified in Section IV.A.1.b of Federal Highway Administration 2019 (FHWA)/ODOT Programmatic Agreement for Processing Categorical Exclusions (CE) and determined that an Individual CE must be submitted to FHWA for approval.	
	YES
	NO

For Individual CEs requiring FHWA Approval:

Concurrence that this project qualifies for a Categorical Exclusion:

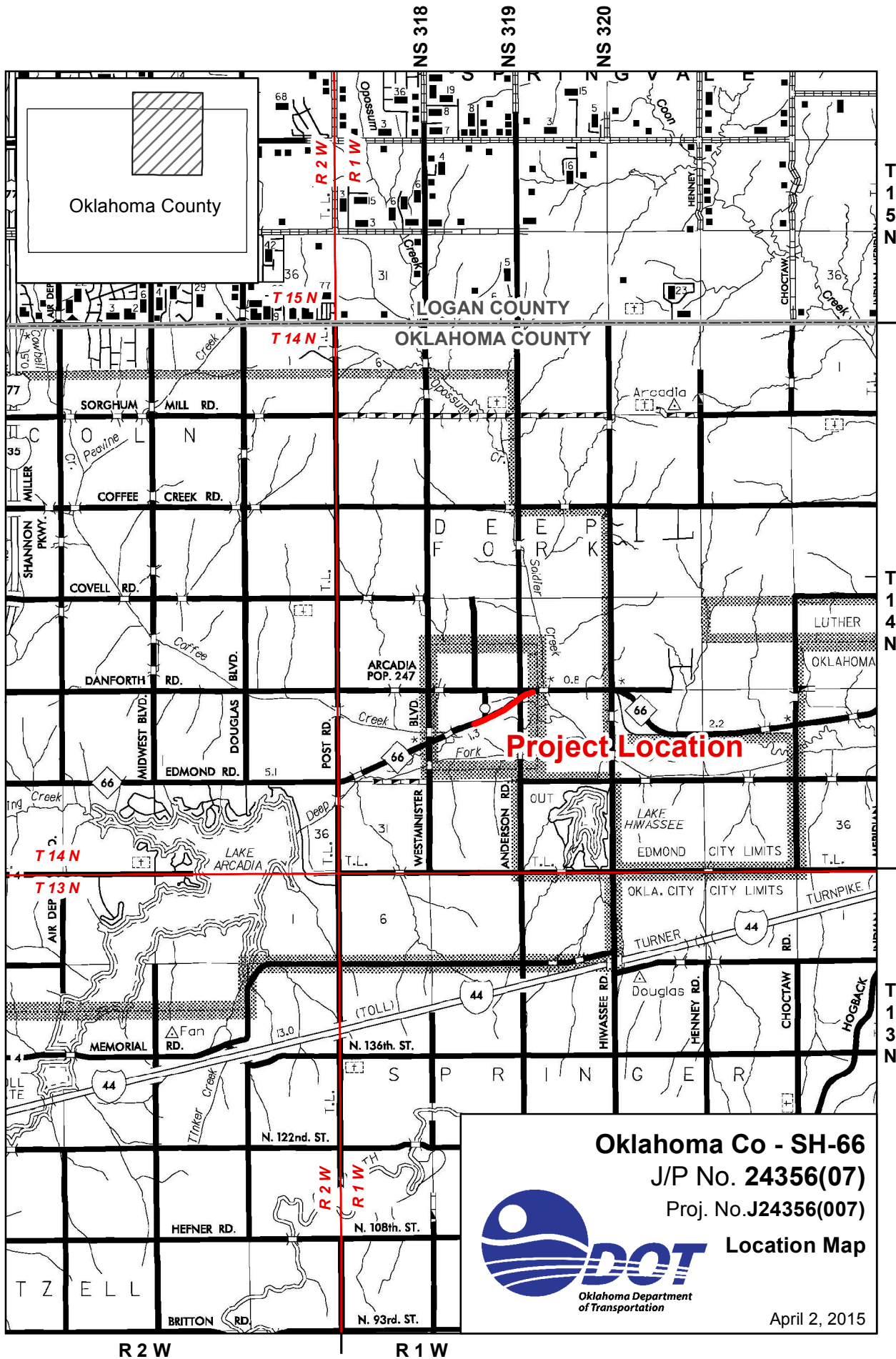
Environmental Programs Manager, FHWA	Date

Attachments:

- | | |
|--------------------------------------|---|
| 1. Location Map & NEPA on Hold Memo | 6. Public Involvement |
| 2. Current Plans and Study Footprint | 7. Other Section – Initiation and Inspection Reports/NEPA Submittal Checklist, NEPA Oracle Status Report, QA/QC Checklist |
| 3. Early Coordination | |
| 4. Tribal and Federal Properties | |
| 5. Studies and Coordination | |

Distribution List (Check Applicable Ones)

<input checked="" type="checkbox"/>	Project Management Division (All State Projects)
<input checked="" type="checkbox"/>	Roadway Design Division (All State projects with the exception of projects from Traffic Division and Special Projects)
<input type="checkbox"/>	Bridge Division (All State Bridge Projects)
<input type="checkbox"/>	Traffic Division (For projects from Traffic Division)
<input type="checkbox"/>	Local Government Division (County, City, TAP or Special Projects)
<input checked="" type="checkbox"/>	Field Division Engineer (All Projects)
<input checked="" type="checkbox"/>	Right-of-Way Division (All Projects)
<input checked="" type="checkbox"/>	Office Engineer Division (All Projects)
<input type="checkbox"/>	Noise Specialist (For projects with noise studies)
<input checked="" type="checkbox"/>	FHWA (For All Projects- Place Copy of Complete Document in the Document Vault)



Oklahoma County

NS 318
NS 319
NS 320

T 15 N

LOGAN COUNTY
OKLAHOMA COUNTY

EW 92

EW 93

EW 94

T 14 N

T 13 N

Project Location

Oklahoma Co - SH-66

J/P No. 24356(07)

Proj. No. J24356(007)

Location Map



Oklahoma Department of Transportation

April 2, 2015

R 2 W

R 1 W



**RIGHT-OF-WAY PLANS OR FINAL PLANS
AND
NEPA STUDY FOOTPRINT OR STUDY
PLANS**

STATE OF OKLAHOMA
 DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT NO. J2-4356(007)
 GRADE, DRAIN, & SURFACE
 SH-66

OKLAHOMA COUNTY

CONTROL SECTION NO. 66-55-10
 STATE JOB NO. 24356(07)
 BRIDGE "A" LOCATION NO. 5510-0650X (EXCEPTION)
 EXISTING NBI NO. 26455

BEGIN STA. 489+63.80
 LENGTH = 145.01' BRIDGE "A"
 END STA. 491+08.81

INDEX OF SHEETS

NO.	TITLE
001	TITLE
002-005	TYPICAL SECTION
R003	GEOMETRIC DETAIL SHEET
R004-R007	PLAN AND PROFILE SHEET
S001-S011	SURVEY DATA SHEETS
X001-X036	CROSS SECTIONS

TRAFFIC DESIGN

PROJECT ENGINEER: K. DEDERING, PE
 SQUAD SUPERVISOR: R. SOLIZ

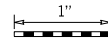
ROADWAY DESIGN

SQUAD SUPERVISOR: DORIAN WILLIAMS
 SQUAD MEMBERS: X. BUI






















ENGINEERING MANAGER: RANDY D. WOODS, PE
 ENGINEER: BENJAMIN MOORE

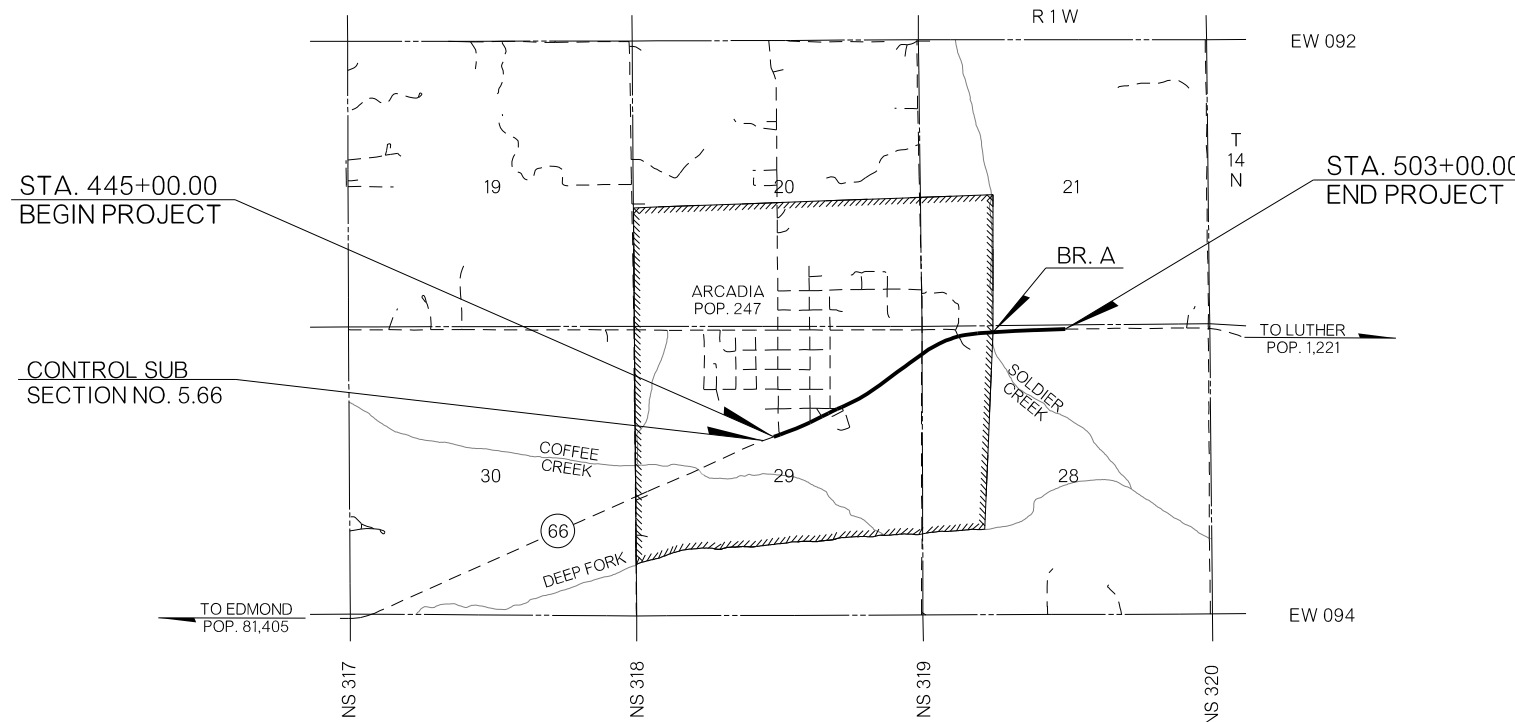
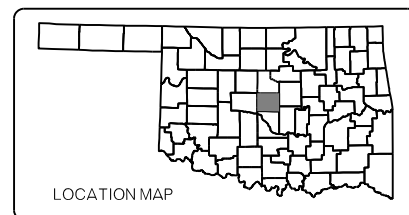
DESIGN DATA

ADT 2020	= 5,600
ADT 2046	= 7,300
DHV (2-WAY)	= 730
K (DHV/ADT)	= 10%
D	= 56%
T (% DHV)	= 5%
T (% ADT)	= 7%
T ² (% ADT)	= 3%
V	= 35 MPH
20 YR FLEX ESALS	= 3.38M

SCALES  1"
 PLAN 1" = 100'
 PROFILE HOR. 1" = 100'
 VER. 1" = 10'
 LAYOUT MAP 1" = 1,760'

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




ROADWAY LENGTH ----- 5,656.76 FT. 1.071 MI.

PROJECT LENGTH ----- 1.071 MI.

EQUATION : P.T. STA. 457+53.54 C.R.L. BK. = 457+51.77 @ SURVEY AHD. (1.77')

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



**OKLAHOMA
 Transportation**

PREPARED BY:
 OKLAHOMA DEPARTMENT OF TRANSPORTATION
 DESIGN DIVISION

LICENSED PROFESSIONAL ENGINEER
 RANDY
 D.
 WOODS
 27224
 OKLAHOMA

DATE APPROVED _____

BY _____

CHIEF ENGINEER

DATE APPROVED _____

BY _____

DIVISION ADMINISTRATOR

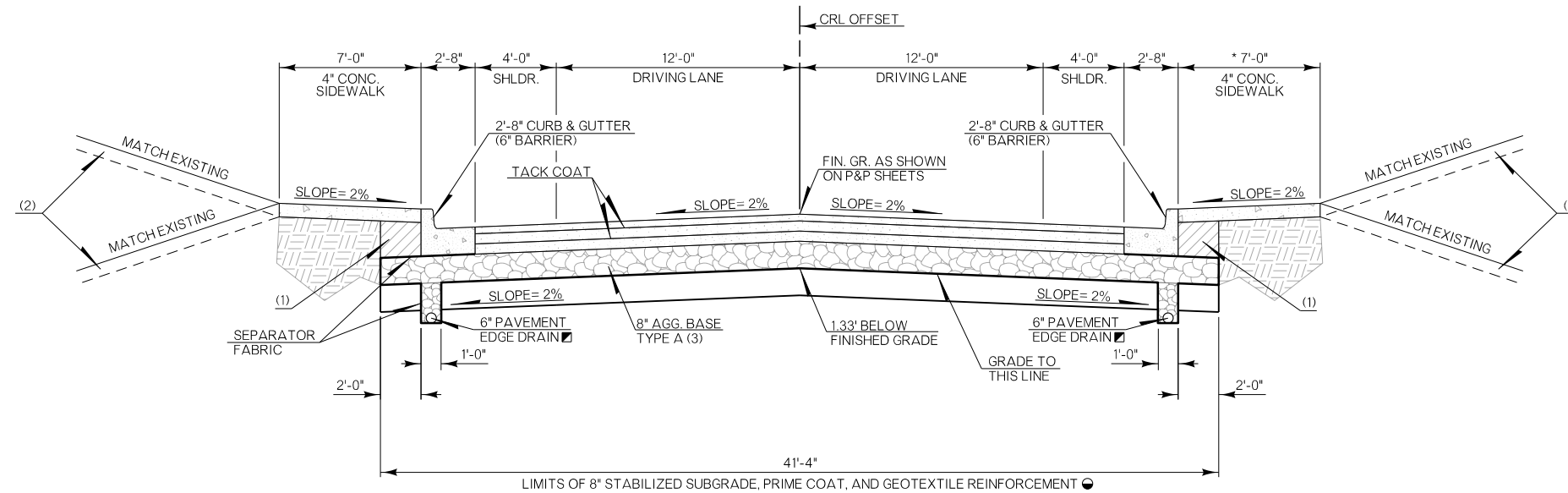
SWO 516(1)

PROJECT NO. J2-4356(007)

COUNTY OKLAHOMA

HIGHWAY SH-66

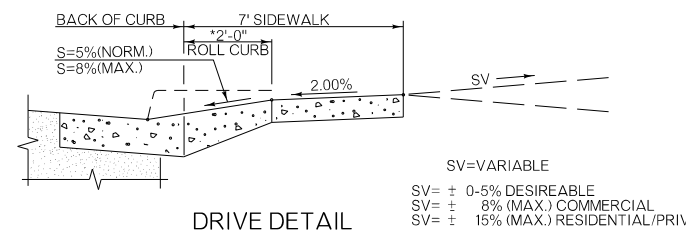
SHEET NO. 001



TYPICAL NO. 1
 STA. 445+00.00 TO STA. 457+53.54
 * NO SIDEWALK RIGHT SIDE STA. 445+00.00 TO STA. 449+99.00

PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	4'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

- SEE STANDARD PED-3
- TO BE MIRAFI RS380I



DRIVE DETAIL

FOR ADDITIONAL DETAILS
 SEE POLICY ON
 DRIVEWAY REGULATIONS
 FOR OKLA. HIGHWAYS

*SUPERCEDES STANDARD ASCD-4

(1) BACKFILL NOTE:
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.
 QUANTITY IS MEASURED IN UNCL. BORROW. ESTIMATED AT 0.19 TONS/LF.

(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) PRIME COAT ON TOP OF AGGREGATE BASE.

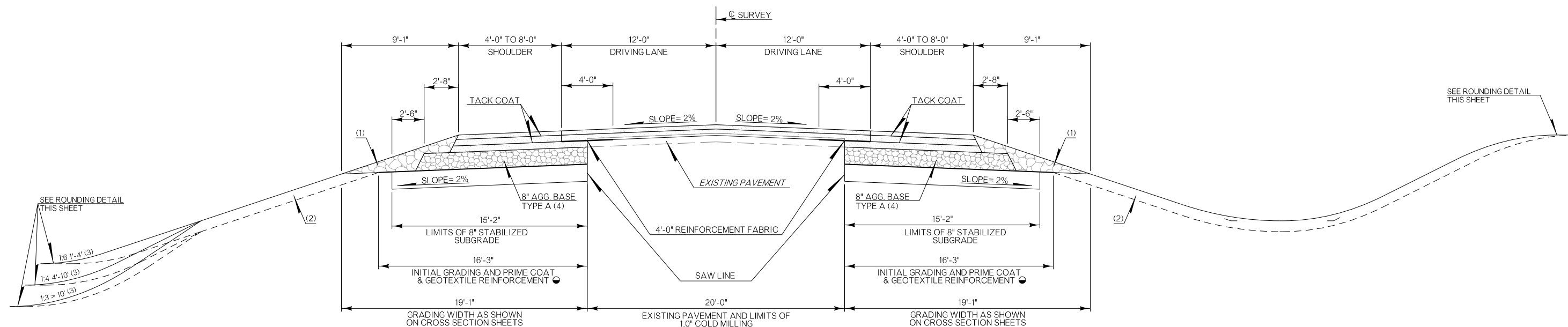
ROUNDING DETAIL

● INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART
 OF FINISHING OPERATIONS. ROUNDED 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 ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		TYPICAL SECTION				
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	0002

Y:\Division 4\DW 4 Projects\24356(07) - Oklahoma Roadway\Plan Sheets\24356(07)-Typical.dgn 03-02-21



TYPICAL NO. 2
STA. 457+53.54 TO STA. 471+40.00
STA. 481+88.23 TO STA. 482+00.00

* TRANSITION 4' - 8' SHOULDER STA. 457+53.54 TO 458+50.00 LEFT
* TRANSITION 4' - 8' SHOULDER STA. 457+53.54 TO 458+15.59 RIGHT

	PAVEMENT REQUIREMENT	
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	4'-0" TO 8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
		3" SUPERPAVE TYPE S3 (PG 64-22 OK)

● TO BE MIRAFI RS380i

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.
QUANTITY IS MEASURED IN TBSC TYPE E. ESTIMATED AT 0.58 TONS/LF.

(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.

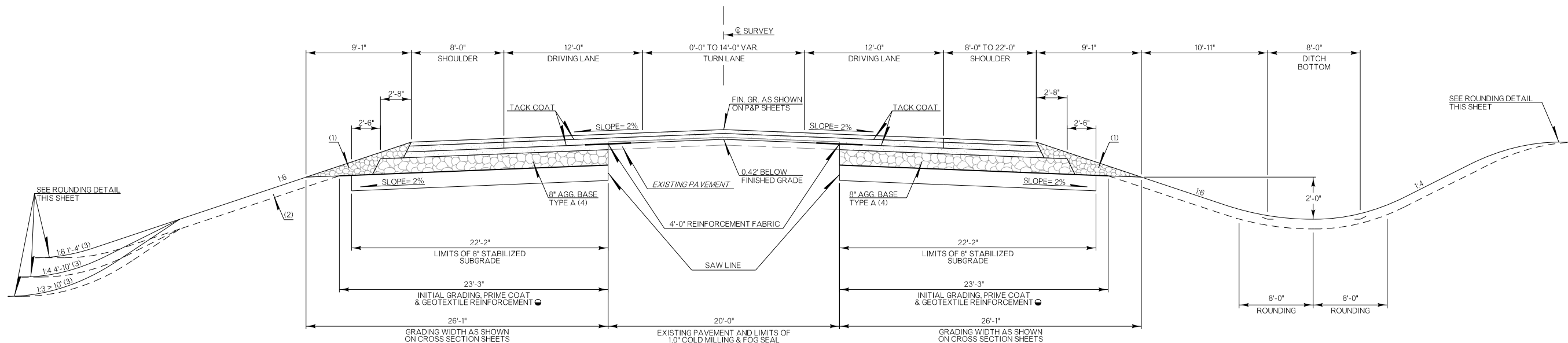
(4) PRIME COAT ON TOP OF AGGREGATE BASE.

ROUNDING DETAIL

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



DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		TYPICAL SECTION				
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	0003



TYPICAL NO. 3
STA. 0471+40.00 TO STA. 0481+88.23

* TRANSITION 0' - 14' TURN LANE STA. 0471+40.00 TO 481+88.23 CENTER
* TRANSITION 8' - 22' SHOULDER STA. 474+20.00 TO 476+53.50 RIGHT

PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

● TO BE MIRAFI RS380I

(1) BACKFILL NOTE:
TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN TBSC TYPE E. ESTIMATED AT 0.58 TONS/LF.

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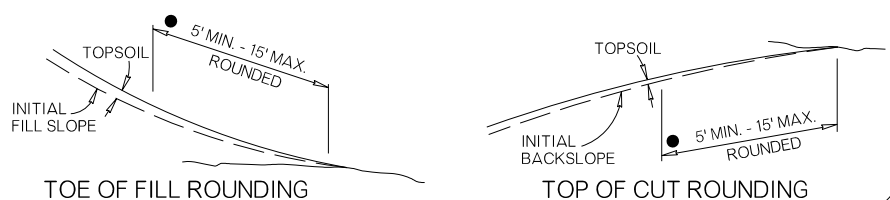
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

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

(4) PRIME COAT ON TOP OF AGGREGATE BASE.

ROUNDING DETAIL

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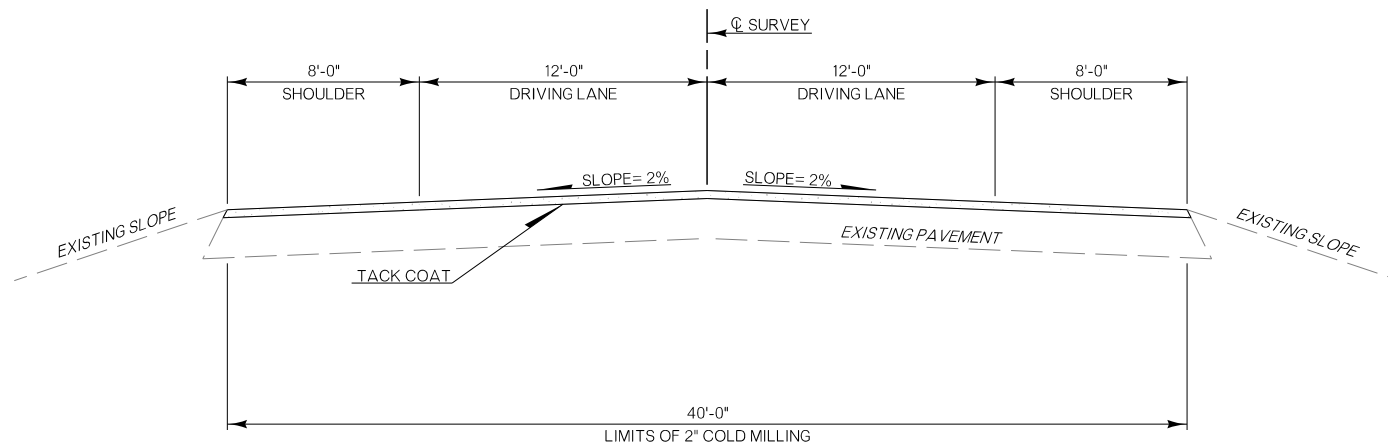
DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		TYPICAL SECTION				
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	0004

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

03-02-21

**PROPOSED
R/W**

03-02-21



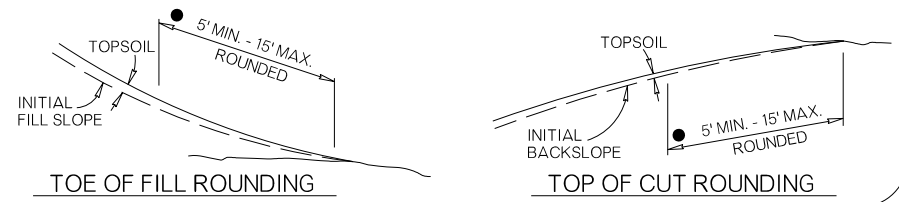
TYPICAL NO. 4
STA. 482+00.00 TO STA. 489+45.78
STA. 491+26.78 TO STA. 503+00.00

PAVEMENT REQUIREMENT		
2" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)

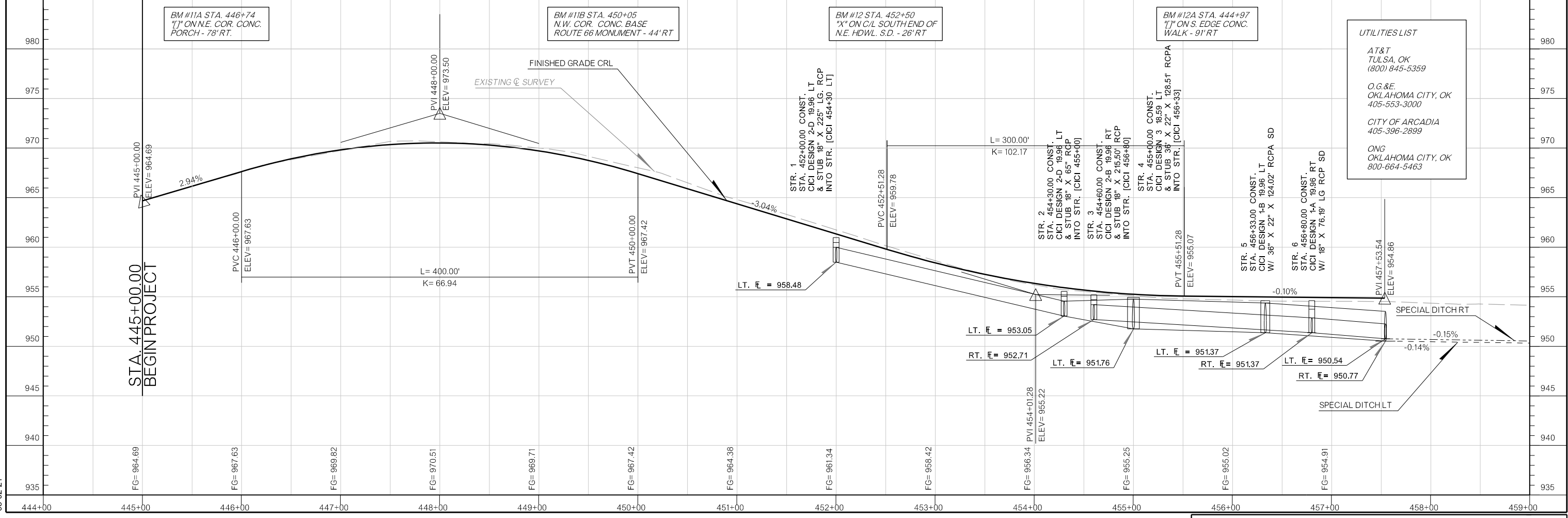
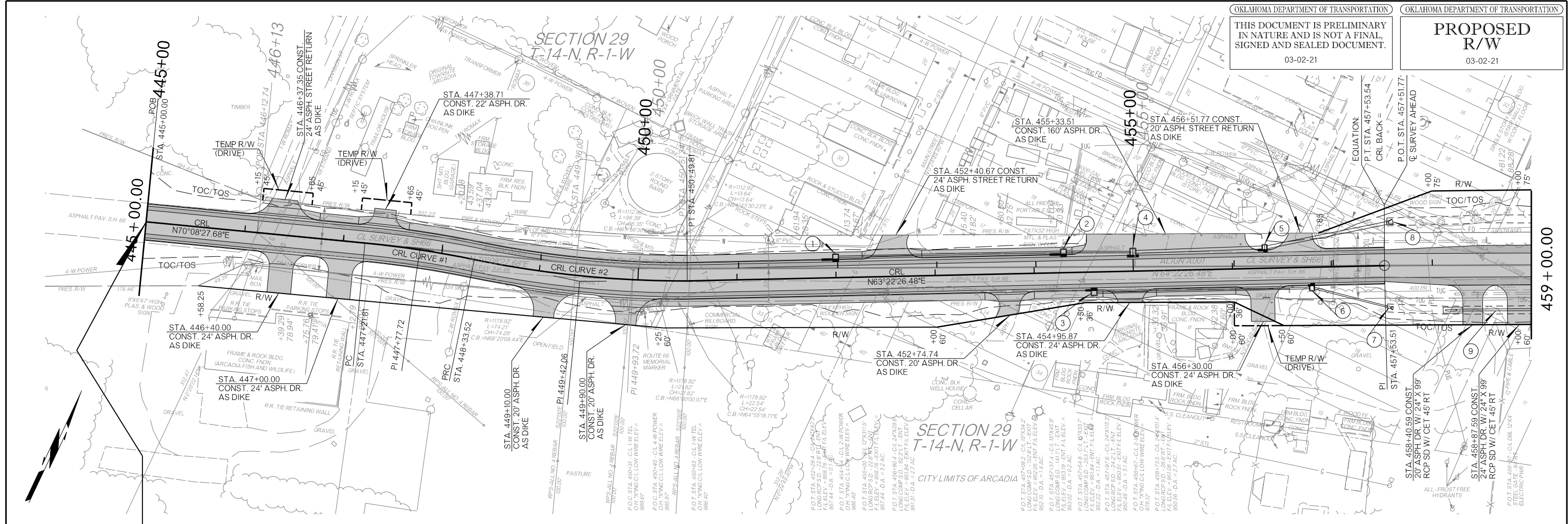
Y:\Division 4\DW Div. 4 Projects\24356(07) - Oklahoma Roadway\Plan Sheets\24356(07)-Typical.dgn

ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED 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 ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



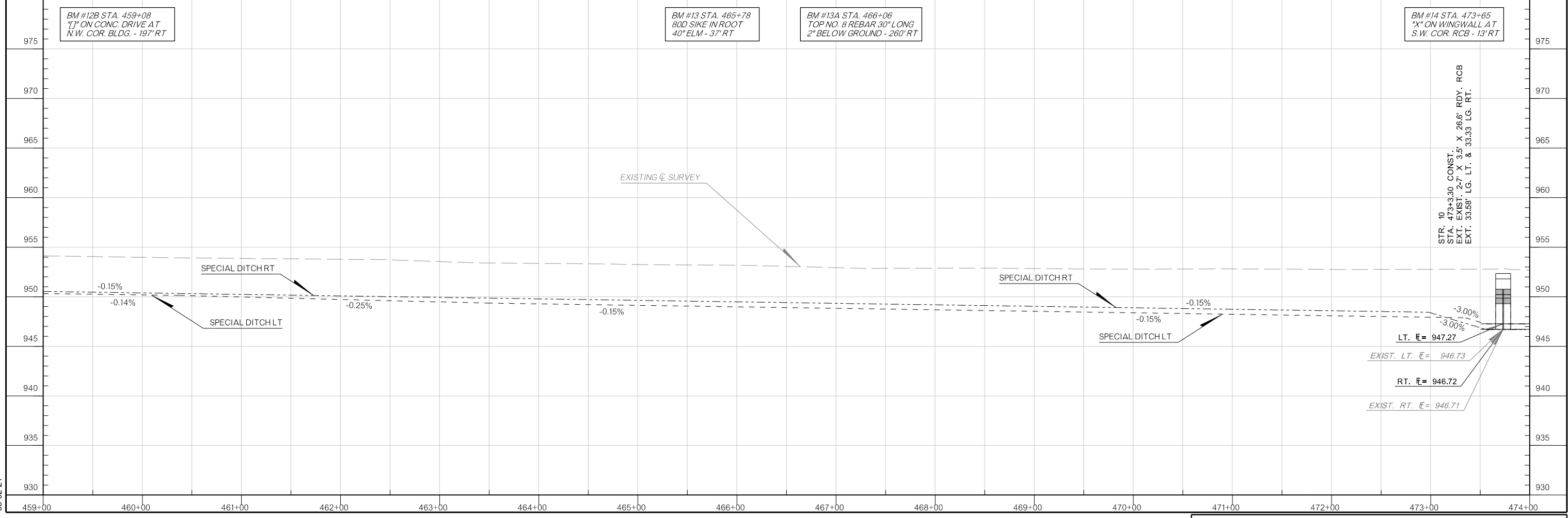
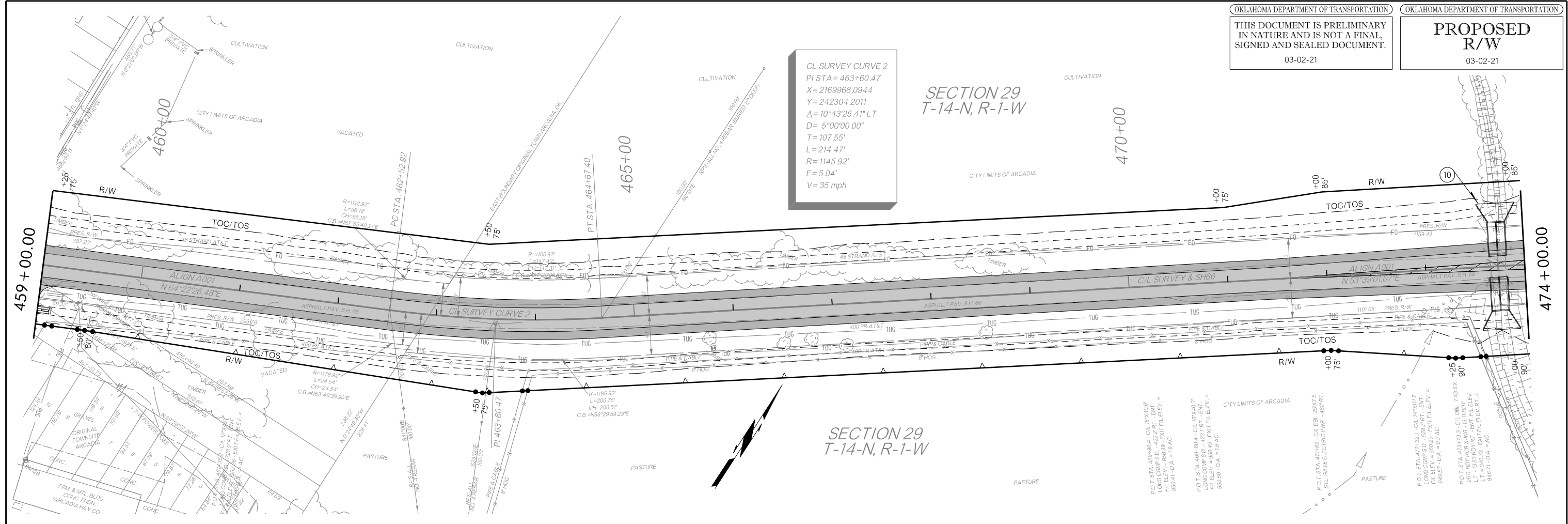
DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		TYPICAL SECTION				
CHECKED							
APPROVED							
SQUAD	WILLIAMS						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	0005



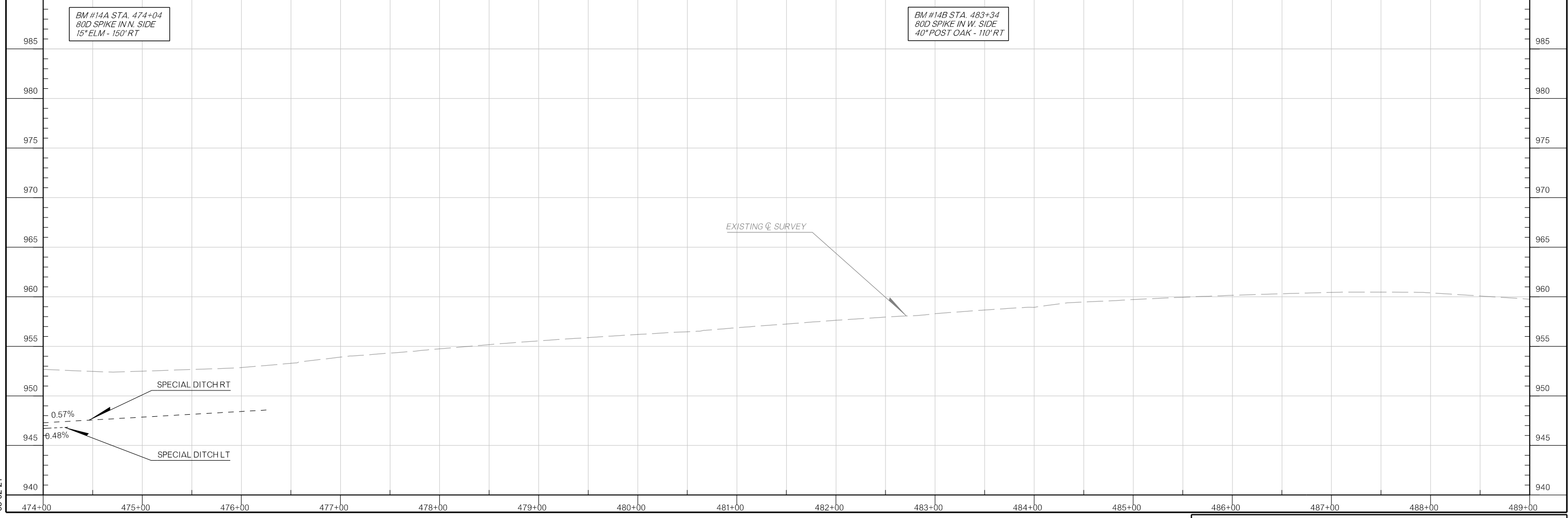
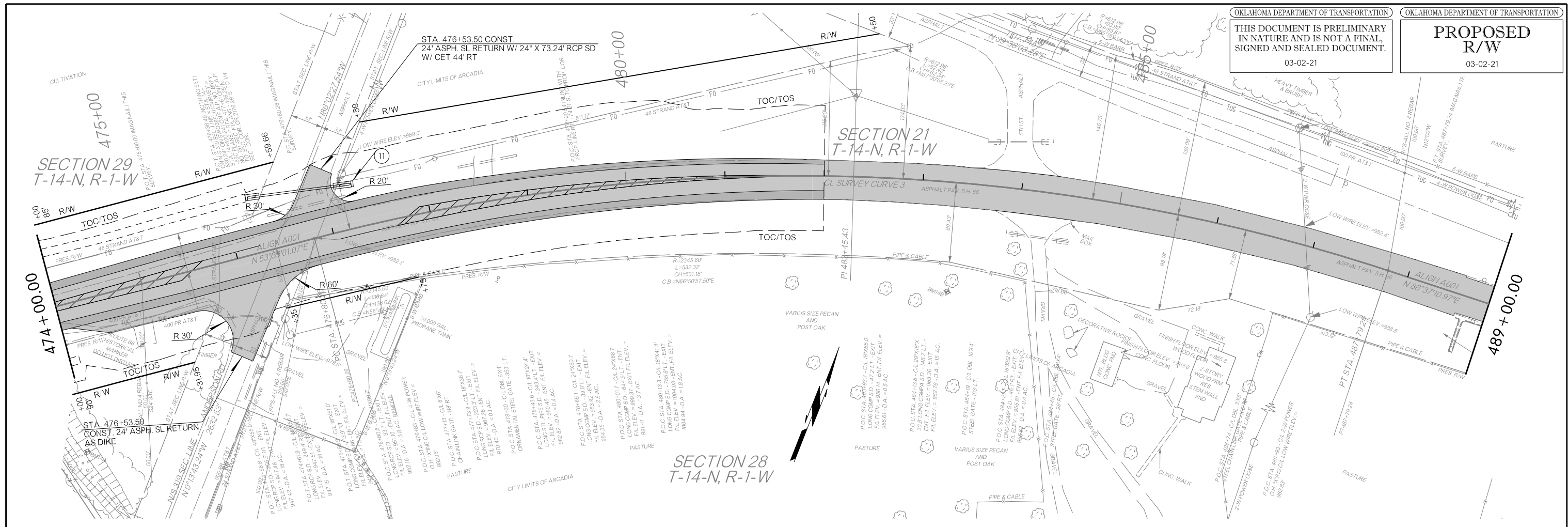
03-02-21

CL SURVEY CURVE 2
 PI STA = 463+60.47
 X = 2169968.0944
 Y = 242304.2011
 $\Delta = 10^\circ 43' 25.41''$ LT
 D = $5^\circ 00' 00.00''$
 T = 107.55'
 L = 214.47'
 R = 1145.92'
 E = 5.04'
 V = 35 mph

SECTION 29
 T-14-N, R-1-W



03-02-21



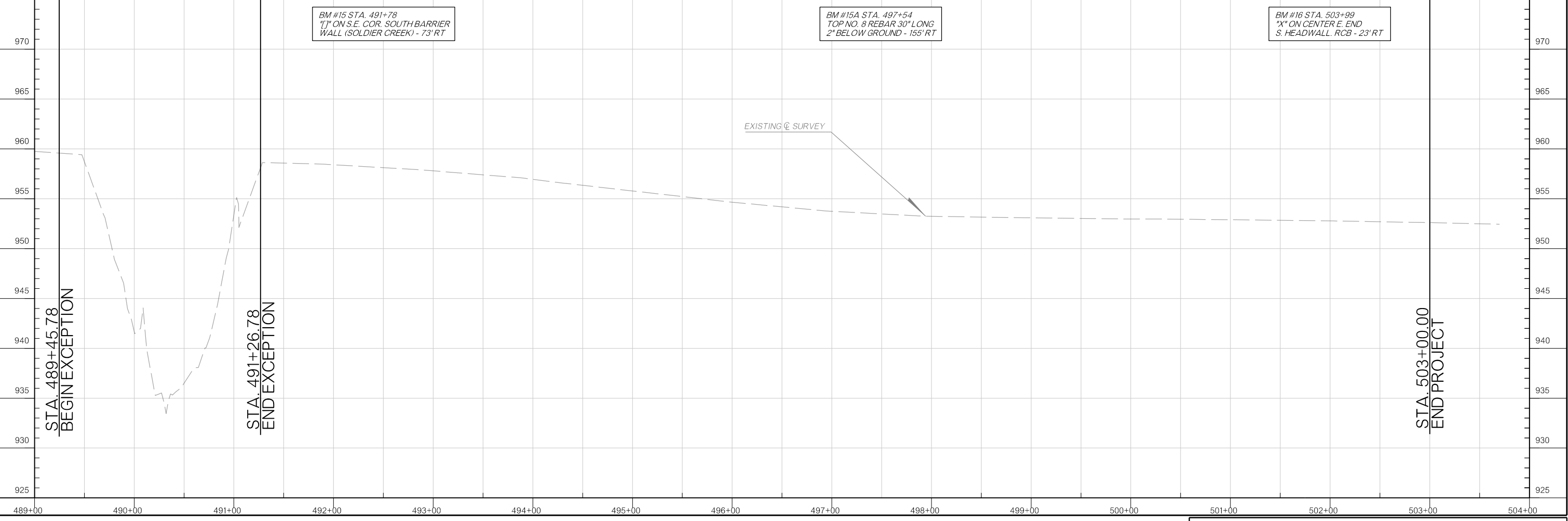
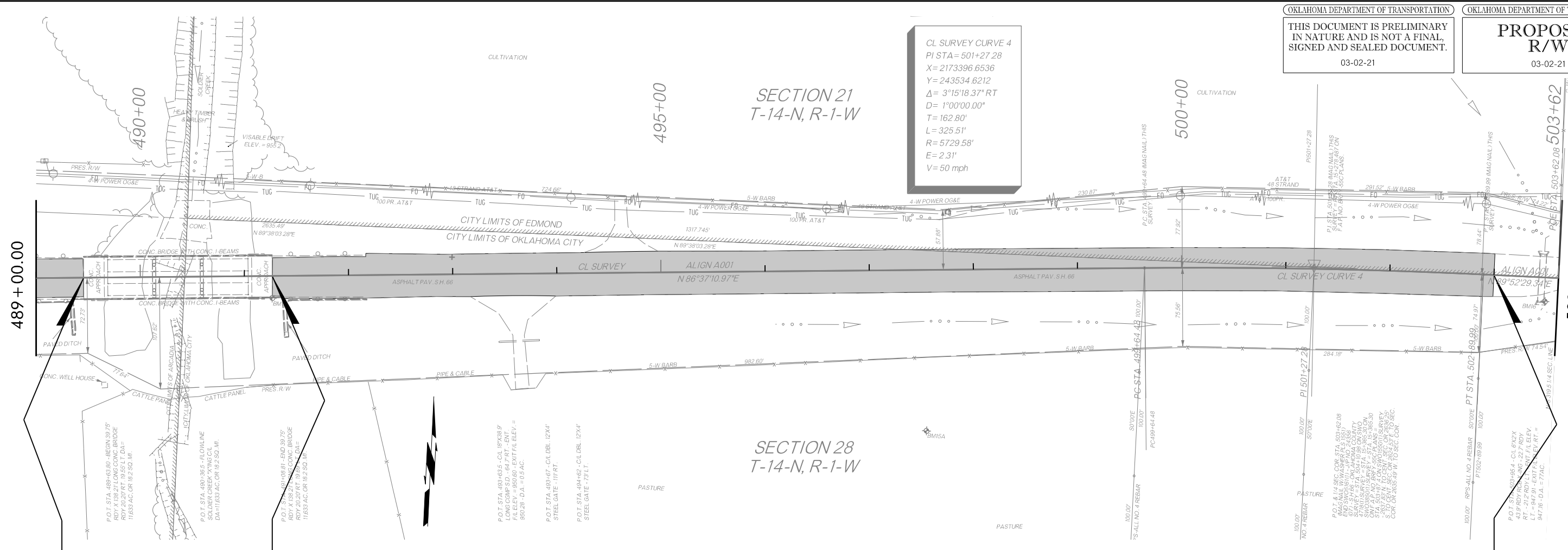
BM #14A STA. 474+04
 80D SPIKE IN N. SIDE
 15' ELM - 150' RT

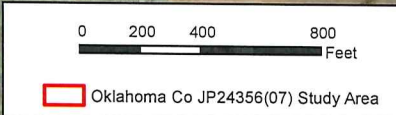
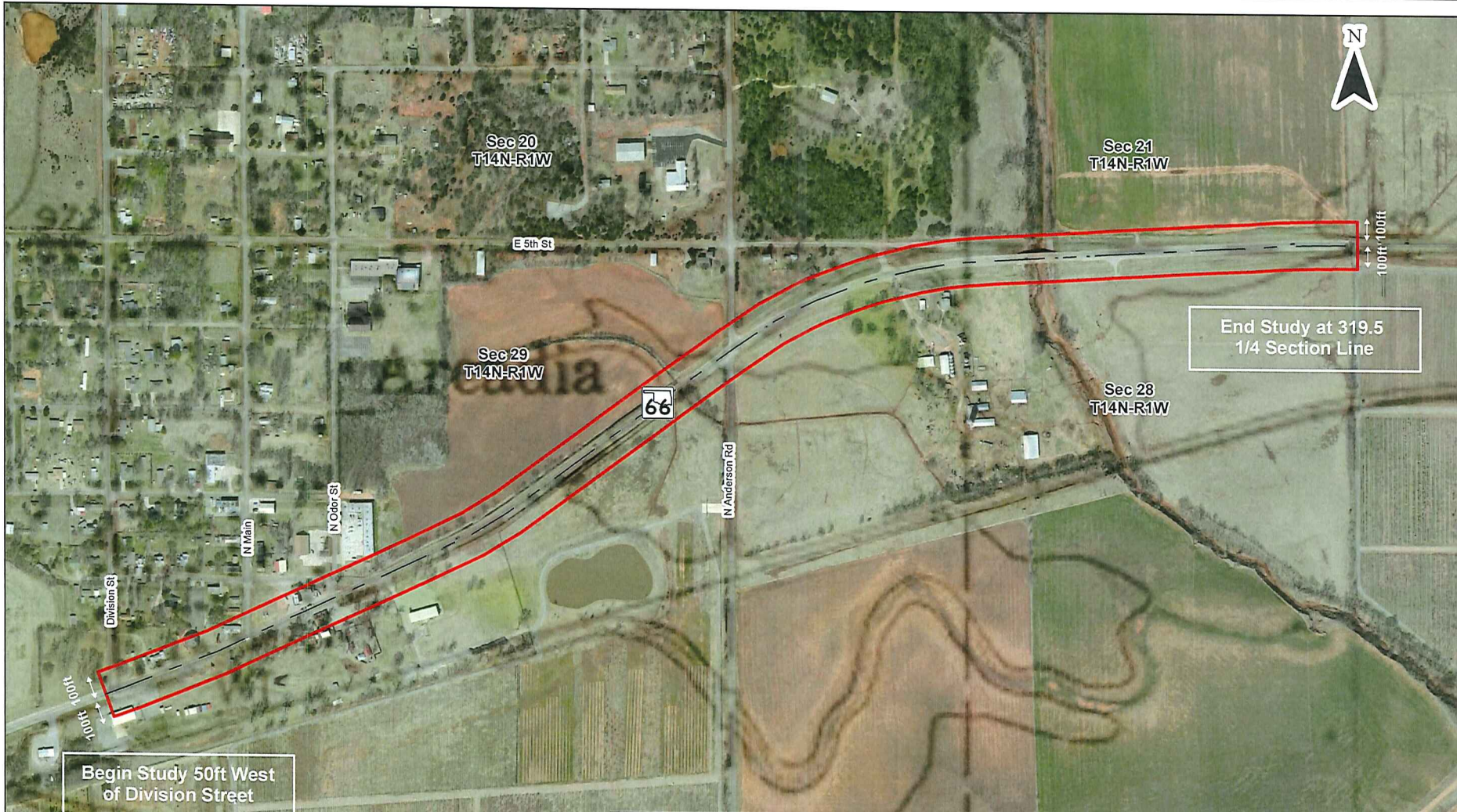
BM #14B STA. 483+34
 80D SPIKE IN W. SIDE
 40' POST OAK - 110' RT

CL SURVEY CURVE 4
 PI STA = 501+27.28
 X = 2173396.6536
 Y = 243534.6212
 $\Delta = 3^{\circ}15'18.37''$ RT
 D = $1^{\circ}00'00.00''$
 T = 162.80'
 L = 325.51'
 R = 5729.58'
 E = 2.31'
 V = 50 mph

SECTION 21
 T-14-N, R-1-W

SECTION 28
 T-14-N, R-1-W





NEPA Study Footprint
 Oklahoma County - SH-66
 Job No. 24356(07) - Proj. No. J2-4356(007)



Resurface from 5.57 mis. E. of I-35 E. Approx. 0.58 mis. through Arcadia.

Apr. 3, 2015

**EARLY COORDINATION LETTERS
AND RESPONSES**



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

April 7, 2015

Subject: SH-66 from 5.57 miles East of I-35, East approximately 0.58 miles through Arcadia in Oklahoma County; JP # 24356(07), Project Number J2-4356(007).

Dear Property Owner:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering roadway improvements to SH-66 through Arcadia in Oklahoma County. The exact project scope and requirements will be clarified through the planning, environmental review, and design process. In accordance with the National Environmental Policy Act, the National Historic Preservation Act, and Federal Highway Administration policy, the Department is requesting any information or specific concerns you may have regarding this project's potential impact on the human environment, the natural environment, and historic properties.

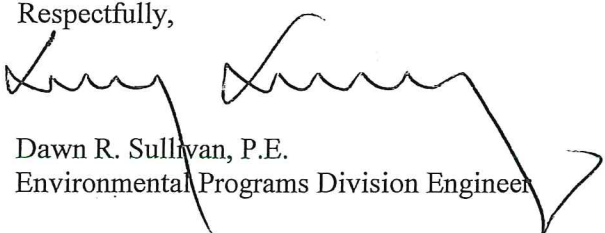
Additionally, in the near future, employees or authorized agents of ODOT may be entering your property for the purpose of surveying environmental considerations, such as cultural resources, biological resources, noise, and hazardous materials. Results from these studies will be incorporated into the environmental document being prepared for this project. It may be necessary to do minor hand digging in your property as part of the survey. Any test holes will be filled in and cleaned up afterwards.

Oklahoma Statute 69-702 provides for the Department of Transportation, through its agents and employees, to enter the property and make the necessary surveys and other examinations related to the proposed highway project. A copy of Oklahoma Statute 69-702 is provided with this letter.

If you are currently leasing this property, please notify your lessee of our planned work.

Should you have any information or specific concerns, please contact Tim Vermillion, ODOT Environmental Project Manager at 405-521-2676 or TVermillion@ODOT.ORG. As always, your cooperation is greatly appreciated.

Respectfully,

fa

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS/TV

Enclosures: Location Map, Copy of Statute 69-702

Copy to: Project Management
Survey Division
Right-of-Way Division
Specialists

Field Division Engineer
Materials Division
ODOT Cultural Resources Specialist

"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

US-66 Oklahoma Co
JP 24356(07)
Mailing List 11
Parcels 24

Fred L & Judy J Mansell
Larry L Henderson
328 NE 102nd St
OKC, OK 73114-6227

Rex A & John R Baker
Sherill Ann Ritter
1604 Sandpiper Dr
Edmond, OK 73034

Della Virginia Cross
Ernest Lee Breger
PO Box 156
Arcadia, OK 73007-0156

Stanley & Lillian Kolar Trs
13000 E Highway 66
Arcadia, OK 73007-7905

Greens Propane LLC
3352 W Highway 66
Wellston, OK 74881-9507

Davis Property Mgmt Inc
PO Box 119
Arcadia, OK 73007-0119

Arcadia Farm LLC
Deep Fork Farm LLC
PO Box 18756
OKC, OK 73154-0756

Heath & Brandee Browning
16816 Branding Iron
Luther, OK 73054-8217

Cherri Lynne Best
51 E 21st St
Edmond, OK 73013-4333

Arcadia Historical &
Preservation Society Inc
PO Box 134
Arcadia, OK 73007-0134

Linda Simonton Trs
PO Box 419
Arcadia, OK 73007-0419



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Oklahoma Field Office
7906 E. 33rd Street, Suite 101
Tulsa, Oklahoma 74145
www.blm.gov/nm



In Reply Refer To:
ODOT Project Response 053015
1785 (040)

RECEIVED

JUN 03 2015

May 30, 2015

ENVIRONMENTAL
PROGRAMS DIV.

Ms. Dawn Sullivan
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N. E. 21st Street
Oklahoma City, OK 73105-3204


Dear Ms. Sullivan:

We wish to thank you for extending the opportunity to the Bureau of Land Management (BLM) Oklahoma Field Office in Tulsa, Oklahoma, to provide comments on the following proposed projects:

1. Love County
 - a. Improvements to SH-32 (JP 28814(04), J2-8814(004))
2. Marshall County, OK/Grayson County, TX
 - a. Bridge on SH-99/US-377 over Lake Texoma (Willis Bridge) (JP 28828(04), J2-8828(004))
3. McClain/Cleveland County
 - a. Bridge on US-77 over the Canadian River and Railroad (JP 27946(04))
4. Oklahoma County
 - a. Improvements to SH-66 (JP 24356(07), J2-4356(007))
5. Pontotoc County
 - a. Widen SH-1 (JP 28946(04), SSP-8946(004))
6. Rogers County
 - a. Re-evaluation of improvements on SH-20 (JP 27031(04), J2-7031(004))
7. Roger Mills County
 - a. Improvements on SH-152 (JP 29530(04), J2-9530(004))

Our office has reviewed the information provided in your letters and has no concerns or objections to these proposals. A search of our files shows no impact to Federal or Indian minerals in the project areas, nor any Federal land managed by the BLM.

Sincerely,


Janine Book
Resource Program Manager
Oklahoma Field Office

cc:
NM (441, Central File)
NM (044, L. Levesque)



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

April 7, 2015

Mr. Richard Fields
Assistant Field Office Manager - Multi Resources
Oklahoma Field Office
Bureau of Land Management
7906 E. 33rd Street, Suite 101
Tulsa, Oklahoma 74145-1352

Subject: SH-66 from 5.57 miles east of I-35 east approximately 0.58 miles through Arcadia in Oklahoma County, JP# 24356(07), Project Number J2-4356(007)

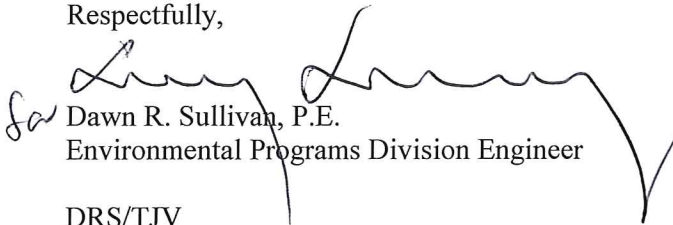
Dear Mr. Fields:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering improvements to the subject highway. The exact project scope and requirements will be clarified through the planning, environmental review, and design process. 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 Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105.

We sincerely appreciate your cooperation in this matter. For further information or if you have any questions, please contact Tim Vermillion, Environmental Project Manager at 405-521-2676 or tvermillion@odot.org.

Respectfully,


Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS/TJV

Enclosures: Location Map, Study Area Map

Copy to: Project Management Division
Field Division Engineer
Right-of-Way Division
ODOT Cultural Resources

"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

Lewis Moore
State Representative
House District 96

State Capitol, Room 329A
2300 N. Lincoln Blvd.
Oklahoma City, OK 73105

(405) 557-7400 Phone
(405) 962-7638 Fax
lewis.moore@okhouse.gov



HOUSE of REPRESENTATIVES

State of Oklahoma

Committees:
A&B Subcommittee on
Natural Resources &
Regulatory Agencies

Economic Development &
Financial Services

Higher Education & Career
Tech

September 23, 2010

Dawn R. Sullivan
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 NorthEast 21st Street
Oklahoma City, OK 73105-3204

Dear Ms. Sullivan:

I received correspondence from the Town of Arcadia's Mayor Marilyn Murrell who is concerned about the proposed widening of State Highway 66 as referenced.

As the State Representative for the Town of Arcadia and nearby resident, I am writing to support the opposition to making State Highway 66 a four-lane highway.

We have literally thousands of tourists, many from abroad, that travel the "old Route 66". At Pop's Restaurant in Arcadia, I know that an average of 1500 persons per weekday are served and between 3000 to 4000 each day of each weekend. Old cars, car clubs, motorcycle clubs, tour busses and many bicycles travel along "old Route 66".

Keeping the road in good condition is very important to both our local residents and the many tourists who visit. I encourage you to perhaps create and/or widen the shoulders of State Highway 66 to make traveling along our road a safer experience.

Thank you for your attention to this matter. Please call me if you have any questions or if I can be of help to you.

Sincerely,

A handwritten signature in cursive script that reads "Lewis H. Moore".

Lewis Moore
State Representative

LM:mb

Oklahoma State Senate

Harry E. Coates, Jr.
District 28



August 23, 2010

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105-3204

Re: Project# STPY-155C(610)SS
State Highway 66 from Post Road to Division Street, Arcadia

Dear Ms. Sullivan:

I recently received a letter from the Town of Arcadia's Mayor Marilyn Murrell on their concerns over the proposed widening of State Highway 66 as referenced above. As the state senator for that district, I am writing you today to support their opposition to this project. I have concerns that changing the aesthetics of this monumental highway and possibly causing a slack in tourism would have catastrophic financial impacts on this community. I would also ask that you keep me informed on any decisions relating to the progress of this project.

Thanks for your prompt attention to this matter. If I can answer any questions or be of help, please don't hesitate to give me a call.

Sincerely,

A handwritten signature in black ink that reads "Harry E. Coates, Jr." in a cursive style.

Harry E. Coates
State Senator
District 28

cc: Governor Brad Henry
Lt. Governor Jari Askins
Representative Lewis Moore
Gary Ridley, Director, ODOT



Unity ~ Pride
Commitment

Marilyn Murrell
Mayor

James H. Woodard
Vice Mayor

Blanche L. Jacobs
Trustee

Shirley Cox
Treasurer

Gloria Prim
Town Clerk

Gerald McCauley
Chief of Police

Doris Hardimon
Fire Chief

To: *DAVID & DAVID*
Town of Arcadia
217 N. Main Street ~ P.O. Box 268
Arcadia, OK 73007
Phone (405) 396-2899 Fax (405) 396-2869
Web Site www.townofarcadia.com E-mail TownHall@townofarcadia.com

8/3/2011

August 10, 2010

RECEIVED
AUG 02 2011
DIRECTOR'S OFFICE

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

Subject: Project #: STPY-155C(610)SS
State Highway 66 between Post Road and Division Street in Arcadia

This letter is in response to the letter dated April 7, 2010. The Town of Arcadia wishes to go on record as opposing the proposed "improvements" to State Highway 66 in the Arcadia area. The changes, widening Highway 66 to 4 lanes, would severely damage the value of the "Mother Road" as a nostalgic part of Oklahoma and U.S. history.

A major portion of Arcadia's budget is generated from tourism related activities. People come to the Arcadia area to cruise Route 66, visit Pops, visit the Round Barn, etc. Tourists come to Arcadia because they want to visit the original Highway 66. If Highway 66 is converted into a 4 lane road, it will lose much of its tourism value.

Additionally, the letter refers to there being a need for 4 lanes of roadway from Post Road east to Division Street in Arcadia, but no further. This seems unusual because if traffic on Highway 66 reaches Division Street in Arcadia, the same traffic most certainly would proceed on eastward on highway 66.

The Town of Arcadia hereby registers its opposition to the referenced project. The implementation of the project will be detrimental to the current and future tourism development for our community. It could therefore have an injurious financial impact on Arcadia.

Please keep me informed regarding all activity by the Oklahoma Department of Transportation regarding this project.

Sincerely,

Marilyn Murrell, Mayor

cc: Governor Henry
Lt. Governor Askins
Senator Coates
Representative Moore
Oklahoma Department of Tourism



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street
Oklahoma City, OK 73105-3204

7/8/10 Faxed a copy of this
letter to Marilyn Murrell
(405) 396-2869

April 7, 2010

Mayor Marilyn Murrell
Town of Arcadia
P.O. Box 268
Arcadia, OK 73007-0268

Subject: State Highway 66 beginning at Post Road in the City of Edmond and extending east approximately 1.62 miles to Division Street the Town of Arcadia, Oklahoma County, Job Piece Number 24356(04), Project Number STPY-155C(610)SS

Dear Mayor Murrell:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering improvements to the subject highway. The exact project scope and requirements will be clarified through the planning, environmental review, and design process.

At this time, we are interested in obtaining your input regarding local priorities for the Department to consider, the construction timing, the local social, economic, and environmental implications of our project and other specific concerns of your community we should consider as we proceed. Your active participation in the project development process is essential to help ensure your concerns are considered while at the same time addressing broader state and national needs. In addition, we are also interested in finding out if this improvement might affect any historic sites or publicly owned parks or recreation areas. Please submit your input to the Environmental Project Manager identified in this letter.

Your participation in this process will also allow you to fully understand any local financial obligations which may be associated with this project, potentially including utility relocation, removal of structures currently encroaching on highway right-of-way within your city limits, and possible future maintenance of the completed facility. As the exact project scope and requirements are clarified through the environmental review and design process, our Right of Way Division will be contacting you with further details. If you have any questions specific to right-of-way or utilities, please contact Mr. Kurt Harms, Chief of Right-of-Way.

Should you have any questions, please contact Nancy Ashton, Environmental Programs Division at (405)521-2676 or nashton@odot.org. As always, your cooperation is greatly appreciated.

Respectfully,

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS/NJA

Enclosures: Location Map

Copy to: Project Management Division
Field Division Engineer
Right-of-Way Division



Ray Sanders/ODOT
09/20/2010 05:13 PM

To kmckinley@odot.org, Paul D
Green/ODOT@fd9ns01.okladot.state.ok.us
cc
bcc
Subject Fw: SH / Rt 66 in Edmond

Ray Sanders
Oklahoma Department of Transportation
Project Management Division
200 NE 21st Street
Oklahoma City, OK 73105-3204
(405) 522-7600

— Forwarded by Ray Sanders/ODOT on 09/20/2010 05:09 PM —
Jan Fees <Janet.Fees@edmondok.com>

09/20/2010 05:10 PM

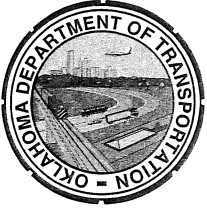
To "projmgt@odot.org" <projmgt@odot.org>
cc
Subject SH / Rt 66 in Edmond

Good afternoon ODOT,

I am writing to express interest from the City of Edmond in a couple of projects identified on the 2011 – 2018 Construction Work Plan. These projects are a bridge near Post Road and SH 66 and road widening from Post Road east 1.62 miles. We are working on applying for an ODOT Transportation Enhancement funds to build a multi-use trail on the south side of SH 66 from I-35 to Pops at Westminster and SH 66. Since the area proposed for improvements on your 2011-2018 Construction Work Plan along SH 66 could be one phase of the trail development, the City of Edmond would like to be involved with the planning and design of this project so it can incorporate a multi-use trail on the south side of SH66, which provides alternative transportation choices to reach East Edmond and Arcadia.

Who do I need to visit with about getting our proposal on your plans?

Jan Ramseyer Fees, AICP
City Planner
City of Edmond Planning Department
P.O. Box 2970
Edmond, OK 73083
405.359.4796
405.359-4767 FAX
jan.fees@edmondok.com



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street
Oklahoma City, OK 73105-3204

April 7, 2010

Mayor Patrice Douglas
City of Edmond
P.O. Box 2970
Edmond, OK 73083-2970

Subject: State Highway 66 beginning at Post Road and extending east approximately 1.62 miles to Division Street in the City of Edmond and the Town of Arcadia, Oklahoma County, Job Piece Number 24356(04), Project Number STPY-155C(610)SS

Dear Mayor Douglas:

We are pleased to inform you the Oklahoma Department of Transportation (ODOT) is considering improvements to the subject highway. The exact project scope and requirements will be clarified through the planning, environmental review, and design process.

At this time, we are interested in obtaining your input regarding local priorities for the Department to consider, the construction timing, the local social, economic, and environmental implications of our project and other specific concerns of your community we should consider as we proceed. Your active participation in the project development process is essential to help ensure your concerns are considered while at the same time addressing broader state and national needs. In addition, we are also interested in finding out if this improvement might affect any historic sites or publicly owned parks or recreation areas. Please submit your input to the Environmental Project Manager identified in this letter.

Your participation in this process will also allow you to fully understand any local financial obligations which may be associated with this project, potentially including utility relocation, removal of structures currently encroaching on highway right-of-way within your city limits, and possible future maintenance of the completed facility. As the exact project scope and requirements are clarified through the environmental review and design process, our Right of Way Division will be contacting you with further details. If you have any questions specific to right-of-way or utilities, please contact Mr. Kurt Harms, Chief of Right-of-Way.

Should you have any questions, please contact Nancy Ashton, Environmental Programs Division at (405)521-2676 or nashton@odot.org. As always, your cooperation is greatly appreciated.

Respectfully,

A handwritten signature in black ink, appearing to read "Dawn R. Sullivan".

Dawn R. Sullivan, P.E.
Environmental Programs Division Engineer

DRS/NJA

Enclosures: Location Map

Copy to: Project Management Division
Field Division Engineer
Right-of-Way Division

SECTION 106
CULTURAL RESOURCES STUDIES



DATE: November 17, 2020
TO: Frank Guerrero, Environmental Project Manager
FROM: Kristina Wyckoff, Cultural Resources Program
SUBJECT: Oklahoma 24356(04): Grade, drain & surface SH-66 from 5.57 miles east of I-35 (Division Street) extending east approximately 1 mile through Arcadia.

ODOT completed Section 106 consultation on behalf of FHWA for proposed improvements to SH-66 through Arcadia, Oklahoma; 26.6 acres were surveyed. ODOT determined the proposed project will have no effect on historic properties.

No archaeological sites were recorded; two buildings, three building complexes, the segment of Route 66 and two drainage culverts located along the segment were documented. ODOT determined Building 2 (the Brooks Building) is eligible for inclusion in the NRHP and SHPO concurred. The NRHP-listed Arcadia Round Barn is adjacent to the study area. These properties will be avoided by the project, and **the roadbed pavement will not extend beyond the existing northern pavement lines in the vicinity of the Round Barn.** The 60% plans (June 4, 2018) clearly indicate compliance with this commitment.

ODOT assessed the remaining newly documented resources, including the Route 66 roadbed segment, as not eligible for inclusion in the National Register of Historic Places. The SHPO disagreed with ODOT and FHWA's finding, commenting that the roadbed segment was eligible for inclusion in the NRHP. In order to resolve the dispute, at ODOT's request, FHWA sought the Keeper of the National Register's formal determination of eligibility. **The Keeper concurred with ODOT and FHWA and responded that the Arcadia Segment of Route 66 lacks sufficient physical integrity to merit individual listing in the NRHP (9/19/2019).**

ODOT Cultural Resources Program consulted with the State Historic Preservation Office (File no. 0062-20) and the State Archaeologist (9/1/2015).

ODOT-CRP also consulted with the following tribes: Citizen Potawatomi Nation, Iowa Tribe of Oklahoma, Kickapoo Tribe of Oklahoma, Osage Nation, and the Wichita and Affiliated Tribes.

The 60% plans (June 4, 2018) accurately illustrate avoidance of the NRHP-listed Arcadia Round Barn and the NRHP-eligible Brooks Building, in compliance with ODOT's commitment to avoid these historic properties.

KCW



Oklahoma Historical Society

Founded May 27, 1893

State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

November 6, 2019

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 East Chesapeake, Room #102, OU
Norman, OK 73019

RE: File #0062-20 [Former File #2147-18]; SH-66 Improvements Project through Arcadia,
#JP-24356(07), Oklahoma County

Dear Mr. Sundermeyer:

We have received and reviewed the decision provided by Mr. Paul Lusignan, Historian, on behalf of the National Park Service Keeper of the National Register (Keeper), regarding the segment of Route 66 in Arcadia, Oklahoma. It is our understanding that per the summary of comments from Mr. Lusignan dated September 19, 2019, that it is the opinion of the Keeper that the Route 66 segment in Arcadia does not retain sufficient physical integrity to be individually eligible for listing in the National Register of Historic Places (NRHP).

However, Mr. Lusignan adds that the Route 66 Arcadia segment could be considered as a contributing resource "to a larger extended linear district...based on the retention of the alignment and setting" if documentation regarding additional intact Route 66 related historic resources such as roadside attractions, service facilities, and travel destinations located within the immediate Arcadia community was available. As Mr. Lusignan notes, the NRHP listed Round Barn and Richardson Building pre-date the establishment of Route 66 and are thus not considered to be contributing resources to the Route 66 Arcadia segment. Had Mr. Lusignan contacted our office prior to the issuance of the Keeper's decision regarding the potential for the Arcadia segment to be considered as a contributing resource, we would have complied with conducting the research to identify additional intact Route 66 related historic resources to develop the linear district. However, our office was not afforded the opportunity to initiate the research to see if such a linear district was feasible.

Thank you for the opportunity to review this project. If you have any questions, please do not hesitate to call Catharine M. Wood, Historical Archaeologist, at 405/521-6381. Please reference the above underlined file number when responding.

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

LO:pm

cc: Ms. Kaisa Barthuli, Route 66 Corridor Preservation Program, NPS, Santa Fe, NM
Mr. Paul Lusignan, Historian, National Register of Historic Places, National Park Service
Ms. Karen Orton, FHWA
Oklahoma Route 66 Association, Chandler, OK



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

October 4, 2019

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: File 2147-18 - Oklahoma County FHWA Project: J/P 24356(07); Proposed SH-66 improvements from 5.57 miles east of I-35, extending east approximately 0.58 miles through the town of Arcadia.

Thank you for your comments of October 4, 2018 on the referenced undertaking. In accordance with 36 CFR 63.2, FHWA sought resolution to the disagreement with SHPO regarding the National Register of Historic Places eligibility of the SH-66 roadbed segment through Arcadia.

Please find the attached response from the National Park Service Keeper of the National Register (Keeper). The Keeper recognized the loss of integrity to the roadbed through the various roadway improvement projects beginning in 1970. As such, the roadway does not have sufficient integrity to convey significance. The Keeper further discusses that the adjacent NR-listed Round Barn and Richardson Building have a tangential relationship with the highway corridor.

In consideration of the comments provided by the Keeper, ODOT and FHWA have determined that, in accordance with 36 CFR 800.4(d)(1), there are no historic properties affected by the undertaking.

Sincerely,



Scott Sundermeyer
Director, ODOT Cultural Resources Program

Cc: Oklahoma Route 66 Association
National Park Service, Route 66 Corridor Preservation Program
Route 66: The Road Ahead Partnership

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DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
National Park Service

Name of Property: State JP 24356(07) SH-66
Federal DOE Project: Route 66 in Oklahoma
Location: Oklahoma County Oklahoma
Request submitted by: FEDERAL HIGHWAY ADMINISTRATION
Date Received: 8/6/2019

Opinion of the State/Tribal Historic Preservation Officer:


Eligible Not Eligible No Response Insufficient Information

SHPO/THPO Comments:

SHPO's opinion agreed that the roadbed surface lacks sufficient integrity, but noted that the historic alignment was intact and consistent with the Route 66 period of significance.

The Secretary of the Interior has determined that this property is:

Eligible Not Eligible Returned/Insufficient Information



Keeper of the National Register

9/19/2019

Date

See Attached Comments

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places

National Park Service

Name of Property: State JP 24356(07) SH-66
Federal DOE Project: Route 66 in Oklahoma
Location: Oklahoma County Oklahoma
Request submitted by: FEDERAL HIGHWAY ADMINISTRATION
Date Received 8/6/2019

Keeper's Opinion Summary Comments

The segment of SH-66 along the historic corridor of historic Route 66 in Arcadia, Oklahoma is not individually eligible for listing in the National Register of Historic Places. The approximately 1-mile segment does not retain sufficient physical integrity.

The Oklahoma DOT (ODOT) and the Federal Highway Administration (FHWA-OK) provided National Register evaluation documentation regarding an approximately 1-mile segment of State Route 66 that is planned for upgrading. ODOT determined that the road segment, while historically associated with the important early twentieth century Route 66 transportation corridor, did not possess the characteristics necessary to be considered eligible for listing in the National Register. The SHPO in their evaluation of the proposed project acknowledged the loss of integrity resulting from changes to the historic roadbed materials and road profile, but felt sufficient integrity of setting and association were retained to convey significance.

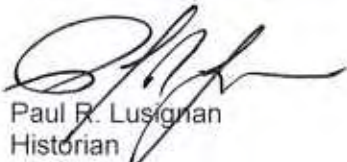
Incorporating local service roads, the roadway segment became part of the original alignment of US Highway 66 in the mid-1920s and was first paved and widened in 1928-1929. The resulting historic roadbed consisted of a narrow 18' concrete and asphalt roadway with 9" concrete edgings, typical of period construction standards (Modified Bates Type). In 1970 the original roadway was replaced with a new 24' wide pavement. In 1985, a 1" concrete and asphalt overlay was provided with subsequent work reconfiguring historic culverts and bridges (at ends of segment) and realigning and widening a portion of the roadway. A state conducted assessment of historic segments of the Route 66 corridor in Oklahoma (2002) failed to identify the Arcadia segment as historically significant. The study was limited to the identification of segments retaining original historic roadway construction features and materials.

In our opinion the Arcadia segment fails to retain sufficient physical integrity to merit individual National Register listing. The changes to the historic character-defining construction elements (materials, design, workmanship) of the 1926-1950 roadway adversely affect the property's ability to convey its significance as a good or representative example of historic Route 66 design and construction. The fact that it remains along the historic alignment of the corridor and maintains a rural setting is insufficient for individual listing. (For comparison see the nearby .9 mile segment of roadway added to the National Register in 1999, just east of Hiwassee Road [Arcadia Route 66 Roadbed, 99001424]).

Perhaps as a component of a larger extended linear district the Arcadia segment could be qualified as a contributing resource, but even then its integrity would need to be justified within the context of the larger corridor. As well, if the roadway were considered as a component of a physical district within the immediate Arcadia community, incorporating additional intact Route 66-related historic resources (roadside attractions, service facilities, travel destinations), contributing consideration might be

possible based on the retention of alignment and setting, but no such documentation is presented or readily available. The adjacent, NR-listed Round Barn and Richardson Building actually pre-date the establishment of Route 66 and have at best tangential relationship to the historic highway corridor. Additional adjacent buildings were identified as lacking integrity.

If there are questions regarding this determination, please contact Paul Lusignan at 202-354-2229.



Paul R. Lusignan
Historian

National Register of Historic Places
9/19/2019



U.S. Department
of Transportation
**Federal Highway
Administration**

Oklahoma Division

July 26, 2019

5801 N. Broadway Ext., Ste. 300
Oklahoma City, OK 73118
Phone: 405-254-3300
Fax: 405-254-3302
www.fhwa.dot.gov/okdiv

In Reply Refer To:
HDA-OK

Julie Ernstein, Chief (Acting)
National Park Service
National Register of Historic Places
1201 Eye Street, NW (2280)
Washington, DC 20005

Attention: Joy Beasley

Re: Oklahoma County, State JP 24356(07) SH-66: from 5.57 miles east of Interstate 35 (Division Street) extending east approximately one mile through Arcadia, Oklahoma; Determination of Eligibility (DOE) for the National Register of Historic Places regarding segment of SH-66 (Route 66).

Dear Ms. Smith:

The Federal Highway Administration (FHWA-OK) and Oklahoma Department of Transportation (ODOT) are conducting a National Environmental Policy Act (NEPA) evaluation for a proposed federal-aid funded highway improvement on SH-66 (aka Route 66) through the Town of Arcadia, Oklahoma County, Oklahoma. The purpose of the proposed undertaking is to improve the roadway's safety for the travelling public while maintaining and protecting its historic nature and the heritage tourism benefits that Route 66 provides. This section of highway exhibits poor pavement conditions, no shoulders, intersections with limited sight distance, and poor drainage.

The undertaking is situated on a roughly one mile segment of Route 66 adjacent to the historic Round Barn and Edward Richardson Building (formerly Brooks Building), both of which are listed on the National Register of Historic Places (NRHP). In order to address potential effects to these buildings, coordination began with the Oklahoma State Historic Preservation Office (OK-SHPO) in September, 2015. At that time, ODOT was preparing alternatives that would address the proposed project's safety and pavement condition deficiencies. In addition, ODOT began coordination with the town of Arcadia which resulted in requests being made for ODOT to consider improvements to several other areas. To address the needed safety improvements for the roadway and the town of Arcadia's requests, ODOT developed four alternatives, which were presented in a public meeting on March 8, 2016. These alternatives were specifically designed to eliminate right-of-way acquisition north of SH-66, and limited any roadway improvements so they would not extend north of the existing SH-66 northernmost pavement line (so as not to encroach on the two historic buildings). As a result of the project's public involvement and NEPA analysis, ODOT developed a fifth context sensitive alternative that meets the purpose and

The OK-SHPO 2002 Study entailed recommendations for roadbed segments and features that retain enough integrity to merit NRHP eligibility. These recommendations were not incorporated into OK-SHPO's statewide determinations of eligibility list, but, in accordance with 36 CFR 800.4(b)(1), the OK-SHPO 2002 Study is used by FHWA-OK and ODOT to help support NRHP eligibility determinations for projects involving former Route 66.

The purpose of the OK-SHPO 2002 Study was to identify all alignments of Route 66 and historically significant segments and roadbed features along those segments. The survey team conducted field survey, assigned resource numbers to segments or roadbed resources that met the criteria for property inclusion, then evaluated those resources for eligibility for listing on the NRHP. The segment through Arcadia was not assigned a resource number, meaning it did not meet criteria for inclusion, nor did it merit significance to be included in the 2002 Study.

Identification of Historic Properties

ODOT's Cultural Resources Program completed an inventory and evaluation of cultural resources within the area of potential effect for the subject undertaking and submitted a report of findings to the OK-SHPO on September 1, 2015. On behalf of FHWA-OK, ODOT documented five buildings/building complexes and made a determination that one building, Building 2 (*Brooks Building*) was eligible for inclusion in the NRHP (unrelated to this undertaking, this building has been subsequently nominated to the NRHP under the above-referenced *Edward Richardson Building*). During this consultation, ODOT also recognized the National Register status of the Round Barn, and, citing the OK-SHPO 2002 Study, documented that the segment of Route 66 through Arcadia "was not recommended as an eligible segment as part of that survey".

FHWA and ODOT's purpose for this early consultation was to seek comment from OK-SHPO on historic properties within the Area of Potential Effect (APE) in order to help inform ODOT of alternatives that would avoid adverse effects to those properties. In addition, it is necessary for FHWA to have an inventory of historic properties within the APE in order to determine whether there are impacts to such resources under Section 4(f) of the U.S. Department of Transportation Act of 1966. ODOT concluded the submittal indicating that they would continue consultation once alternatives had been developed. In their September 18, 2015 response letter, OK-SHPO concurred with the determination of eligibility for Building 2. OK-SHPO also concurred that the remaining buildings/building complexes were not eligible for inclusion in the NRHP. OK-SHPO provided no comment regarding the eligibility of the Route 66 segment.

Public Involvement

On March 8, 2016, ODOT held a public meeting to present four alternatives to address the pavement conditions of the subject roadbed, and incorporate the town and residents of Arcadia's desires. At that time, ODOT and FHWA-OK identified stakeholders who may be interested in the undertaking. The following stakeholders were invited: OK-SHPO, Oklahoma Route 66 Association, National Park Service Route 66 Corridor Preservation Program, and local Route 66 historian and author Jim Ross.

a completed OK-SHPO Historic Preservation Resource Identification Form (HPRIF)³ for the SH-66 roadbed.

In completing the HPRIF, ODOT was able to document records of four previous projects along the roughly one-mile segment of SH-66 through Arcadia. The early records are retained through “long cards”, which are essentially index cards of ODOT’s pavement history. These four projects were used to support ODOT and FHWA’s further justification that this segment had been repeatedly altered and no longer retained historic integrity.

1. In 1929, three years after the official designation of Route 66, the previous facility was converted to an 18-foot-wide asphalt over Portland Concrete Cement base. This project appears to have been the first to have included pavement on this segment of the roadway.
2. In 1970, ODOT widened the facility to a 24-foot-wide asphalt and concrete surface.
3. In 1985, ODOT performed a one-inch concrete and asphalt overlay.
4. In 2001, ODOT replaced two bridges that bookend Arcadia – Coffee Creek to the west, and Soldier Creek bridge to the east. At this time, ODOT also completed a curve correction at 5th Street in Arcadia, approximately 0.60 miles east of town.

While continuing to use the OK-SHPO 2002 Study as the primary resource for supporting the ineligibility of the Arcadia segment, ODOT supported this argument by providing the list of previous projects that have affected the historic integrity of SH-66 through town. Citing the original September 17, 2018 ODOT correspondence:

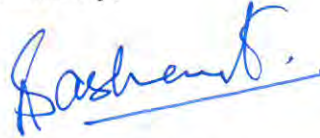
As noted above, the roadway was widened in 1970 from its 18-foot-wide configuration to 24 feet wide. While the roadway, through Arcadia, appears to follow the path of the original 1929 corridor, the materials, design, workmanship, and setting have been altered. In accordance with the 2002 study, this alteration would have been substantial enough to have eliminated it from consideration for documenting in 2002 when the Oklahoma Route 66 Association completed the study. Our interpretation of the 2002 study is that certain features and segments along the Route 66 roadway were not provided resource identification numbers if they did not merit consideration as historic properties. Further, those properties that were assigned resource numbers were also subjected to an additional test as to whether they were already listed or were immediately eligible for inclusion in the NRHP. This segment of roadway has neither of these qualifiers.

It is our opinion that this segment of roadway retains its association with Route 66, however pursuant to 36 CFR 60.4, it does not retain integrity of design, materials, workmanship, and setting, and that these aspects of integrity are critical for the

³ The HPRIF is Oklahoma’s version of a ‘resource form’ that is prepared when documenting resources of the built environment. ODOT completes these forms for buildings, structures, districts, and objects when documenting these property types for Section 106 undertakings. These forms (much like archaeological site forms) are submitted to SHPO with a cultural resources report of investigations for review and comment.

Should you require any additional information, please do not hesitate to contact Karen Orton, Realty Officer/Environmental Projects Manager at 405-254-3344 or by email at karen.orton@dot.gov, or Elizabeth Romero, Project Development/Environmental Program Manager/Team Leader at 405-254-3300 or by email at Elizabeth.romero@dot.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Basharat Siddiqi", with a horizontal line underneath.

Basharat Siddiqi
Oklahoma Division Administrator

Enclosures

ec: Joy Beasley, Keeper of the National Register of Historic Places, NPS
Paul Lusignan, NPS, National Register of Historic Places
Mandy Ranslow, FHWA Liaison/Program Analyst, Advisory Council on Historic Preservation
Lynda Ozan, Oklahoma Deputy SHPO
David S. Clarke, FHWA Federal Preservation Officer
Trenton January, ODOT Division 4
Siv Sundaram, ODOT Environmental Programs Division
Scott Sundermeyer, ODOT Cultural and Natural Resources Program
Oklahoma Route 66 Association, Chandler, Oklahoma
Kaisa Barthuli, Route 66 Corridor Preservation Program, NPS, Santa Fe, NM
James H. Woodward, Mayor, Town of Arcadia, OK



OKLAHOMA DEPARTMENT OF TRANSPORTATION CULTURAL RESOURCES PROGRAM

111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

February 20, 2019

Elizabeth Romero
Program Development Team Leader
Federal Highway Administration
5801 North Broadway Extension, Suite 300
Oklahoma City, OK 73118

Re: Oklahoma County JP 24356(07) SH-66: from 5.57 miles east of Interstate 35 (Division Street) extending east approximately one mile through Arcadia, Oklahoma; Determination of Eligibility regarding segment of SH-66 (Route 66).

Dear Ms. Romero:

The Oklahoma Department of Transportation (ODOT) proposes a federal-aid funded highway improvements through Arcadia, Oklahoma. The undertaking is situated on a roughly one mile segment of Route 66 adjacent to the historic Round Barn and Edward Richardson Building (formerly Brooks Building), both of which are listed on the National Register of Historic Places (NRHP). In order to address potential effects to these buildings, coordination began with the Oklahoma State Historic Preservation Office (OK-SHPO) in September, 2015. At that time, ODOT was preparing alternatives that would address the poor pavement condition of the roadway. In addition, the town of Arcadia requested ODOT consider improvements to several other areas. These requests are included in the attached letter.

In order to address the pavement condition and town of Arcadia's requests, ODOT developed four alternatives, which were presented in a public meeting on March 8, 2016. These alternatives were specifically designed to eliminate right-of-way acquisition north of SH-66, and limited any roadway improvements so they would not extend north of the existing SH-66 northernmost pavement line (so as not to encroach on the two historic buildings).

Route 66 cultural resources studies in Oklahoma

The development of Route 66 as a major transportation corridor facilitated migration, culture, and tourism in 20th-century America. Designated as U.S. Highway 66, the road stretched from Chicago, Illinois, to Santa Monica, California, and was one of several national highways established in 1926. Route 66, commonly known as "America's Main Street," ran approximately 400 miles through Oklahoma and served as the state's first major east-west highway. It carried the traveling public across Oklahoma until the Interstate Highway System bypassed the corridor in the mid-twentieth century.

Oklahoma retains several stretches of Route 66 and boasts the most *driveable* miles of the Route of any of its eight states. Several of the segments in Oklahoma retain original design, materials, workmanship, and setting. Many segments, and individual roadbed resources are eligible for, or already listed on the National Register of Historic Places. Perhaps most importantly, these segments, such as the 17.7-mile-long Bridgeport Hill – Hydro Route 66 segment (NRID 4000129), also retain integrity of feeling.

OK-SHPO has initiated or been involved with three major studies of Route 66 in Oklahoma since the mid-1980s. These thematic surveys are listed on the SHPO's Survey/Planning website: <https://www.okhistory.org/shpo/thematics.htm>. All three studies received financial support from the

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National Park Service. One study, completed in 2002, specifically inventoried and evaluated roadbed segments and integrated features.

Recognizing the national historic significance of the Route 66 corridor as well as the accelerated loss of its associated features, the National Park Service issued Preservation oriented grants in the early 2000's to all states through which Route 66 passed. In Oklahoma, the grant was used to document and evaluate the remaining roadbed segments and features such as bridges and culverts along the entire corridor within the state. The project resulted in a 2002 study titled *Oklahoma Route 66 Roadbed Documentation Project (1926-1970); A Survey of Roadbed and Integral Structures (2002 Study)*. The 2002 Study entailed recommendations for roadbed segments and features that retain enough integrity to merit NRHP eligibility. These recommendations were not incorporated into OK-SHPO's statewide determinations of eligibility list, but, in accordance with 36 CFR 800.4(b)(1), the 2002 Study is used by FHWA and ODOT to help support NRHP eligibility determinations for projects involving former Route 66.

The purpose of the 2002 Study was to identify all alignments of Route 66 and historically significant segments and roadbed features along those segments. The survey team conducted field survey, assigned resource numbers to segments or roadbed resources that met the criteria for property inclusion, then evaluated those resources for eligibility for listing on the NRHP. The segment through Arcadia was not assigned a resource number, meaning it did not meet criteria for inclusion, nor did it merit significance to be included in the 2002 Study.

Identification of Historic Properties (36 CFR 800.4)

ODOT's Cultural Resources Program completed an inventory and evaluation of cultural resources within the area of potential effect for the subject undertaking and submitted a report of findings to the OK-SHPO on September 1, 2015. On behalf of FHWA, ODOT documented five buildings/building complexes and made a determination that one building, Building 2 (*Brooks Building*) was eligible for inclusion in the NRHP (unrelated to this undertaking, this building has been subsequently nominated to the NRHP under the above-referenced *Edward Richardson Building*). During this consultation, ODOT also recognized the National Register status of the Round Barn, and, citing the 2002 Study, documented that the segment of Route 66 through Arcadia "was not recommended as an eligible segment as part of that survey".

FHWA and ODOT's purpose for this early consultation was to seek comment from OK-SHPO on historic properties within the APE in order to help inform ODOT of alternatives that would avoid adverse effects to those properties. In addition, it is necessary for FHWA to have an inventory of historic properties within the APE in order to determine whether there are impacts to such resources under Section 4(f) of the U.S. Department of Transportation Act of 1966. ODOT concluded the submittal indicating that they would continue consultation once alternatives had been developed. In their response letter, OK-SHPO concurred with the determination of eligibility for Building 2. OK-SHPO also concurred that the remaining buildings/building complexes were not eligible for inclusion in the NRHP. OK-SHPO provided no comment regarding the eligibility of the Route 66 segment.

Public Involvement

On March 8, 2016, ODOT held a public meeting to present four alternatives to address the pavement conditions of the subject roadbed, and incorporate the town and residents of Arcadia's desires. At this time, ODOT and FHWA identified stakeholders who may be interested in the undertaking. The following stakeholders were invited: OK-SHPO, Oklahoma Route 66 Association, National Park Service Route 66 Corridor Preservation Program, and local Route 66 historian and author Jim Ross.

The alternatives presented are provided in the attached materials, but summarized here.

- Option 1 – Mill and overlay existing alignment
- Option 2 – Roadway reconstruction adding 8-foot shoulders
- Option 3 – Roadway reconstruction on offset alignment to the south
- Option 4 – Modified design on existing alignment

The public meeting information was posted on ODOT's website (http://www.ok.gov/odot/Programs_and_Projects/Public_Meetings_and_Hearings/20160308.html). Upon receiving comments from stakeholders and the public, ODOT selected a *new* alternative that provided four-foot shoulders on an alignment to the south. This alternative is essentially a combination of Options 3 and 4.

Assessment of Adverse Effects (36 CFR 800.5)

In July, 2018, ODOT provided plans to OK-SHPO and stakeholders (which were identified as Section 106 consulting parties after the public meeting). Project plans stipulated avoidance to the Arcadia Round Barn and the Edward Richardson Building with no right-of-way acquisition on the north side of SH-66 and no addition of new pavement north of the existing pavement line. The project shifts the centerline of the alignment to the south roughly 25 feet between Stations 447+50 and 452+50. The project also adds a parking area south and west of the Round Barn on the south side of SH-66 to provide for formal visitor parking (the area is currently an *ad hoc* parking area).

The project proposes reconstructing SH-66 to include two, twelve-foot driving lanes. On each side of the driving lanes, there will be four-foot paved shoulders, two-foot, eight-inch curb and gutter, and seven-foot sidewalks attached to the curb (see "Typical No. 1" on plan sheet 2), for a total of a thirty-two-foot-wide roadway surface. To accommodate the additional width that the sidewalks and curb-and-gutter add without encroaching on the NRHP-listed properties, the project proposes shifting the alignment to the south, so that the southernmost edge of the sidewalk on the south side of the road will extend approximately twenty-six feet beyond the current pavement edge. The north edge of the sidewalk on the north side of the road, as noted above, will fall approximately where the north edge of the current SH-66 shoulder is, avoiding any impacts to the frontage of the NRHP-listed buildings (see the plan and profile plan sheet 5).

ODOT, on behalf of FHWA, made the determination that the undertaking would have no adverse effect to historic properties.

OK-SHPO request for additional information and final comment

OK-SHPO reviewed the effect determination and supporting information and requested additional information in August 2018. The request was centered on ODOT's documentation of the SH-66 roadbed, a request for a summary of the alternatives that ODOT presented at the public meeting, and a map and narrative of shovel tests. ODOT responded to the request and provided schematics of the four alternatives presented to the public, provided the link to the project website, and addressed the shovel test protocol. In addition, ODOT supplied a completed OK SHPO Historic Preservation Resource Identification Form (HPRIF) for the SH-66 roadbed. The HPRIF is Oklahoma's version of a 'resource form' that is prepared when documenting resources of the built environment. ODOT completes these forms for buildings, structures, districts, and objects when documenting these property types for Section 106 undertakings. These forms (much like archaeological site forms) are submitted to SHPO with a cultural resources report of investigations for review and comment.

In completing the HPRIF, ODOT was able to document records of four previous projects along the roughly one-mile segment of SH-66 through Arcadia. The early records are retained through "long cards", which are essentially index cards of ODOT's pavement history. These four projects were used to support ODOT

and FHWA's further justification that this segment had been repeatedly altered and no longer retained historic integrity.

In 1929, three years after the official designation of Route 66, the previous facility was converted to an 18-foot-wide asphalt over Portland Concrete Cement base. This project appears to have been the first to have included pavement on this segment of the roadway.

In 1970, ODOT widened the facility to a 24-foot-wide asphalt and concrete surface.

In 1985, ODOT performed a one-inch concrete and asphalt overlay.

In 2001, ODOT replaced two bridges that bookend Arcadia – Coffee Creek to the west, and Soldier Creek bridge to the east. At this time, ODOT also complete a curve correction at 5th Street in Arcadia, approximately 0.60 miles east of town.

While continuing to use the 2002 Study as the primary resource for supporting the ineligibility of the Arcadia segment, ODOT supported this argument by providing the list of previous projects that have affected the historic integrity of SH-66 through town. Citing the original correspondence:

As noted above, the roadway was widened in 1970 from its 18-foot-wide configuration to 24 feet wide. While the roadway, through Arcadia, appears to follow the path of the original 1929 corridor, the materials, design, workmanship, and setting have been altered. In accordance with the 2002 study, this alteration would have been substantial enough to have eliminated it from consideration for documenting in 2002 when the Oklahoma Route 66 Association completed the study. Our interpretation of the 2002 study is that certain features and segments along the Route 66 roadway were not provided resource identification numbers if they did not merit consideration as historic properties. Further, those properties that were assigned resource numbers were also subjected to an additional test as to whether they were already listed or were immediately eligible for inclusion in the NRHP. This segment of roadway has neither of these qualifiers.

It is our opinion that this segment of roadway retains its association with Route 66, however pursuant to 36 CFR 60.4, it does not retain integrity of design, materials, workmanship, and setting, and that these aspects of integrity are critical for the roadbed to merit consideration for inclusion in the NRHP. Please find the attached Historic Preservation Resource Identification form for this segment of Route 66 and two Oklahoma Bridge Survey and Inventory forms for the two culverts that we neglected to document during the original study. Pursuant to 36 CFR 60.4, we believe that these structures (culverts) are not representative of works of a master, that they have also experienced a loss of historic integrity of design, workmanship, and setting due to the introduction of new elements, and the roadbed for which they are associated is not eligible for inclusion in the NRHP. Indeed, these structures were not documented in the 2002 study.

Summary

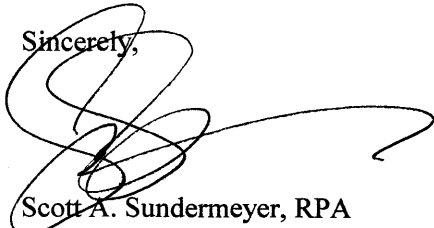
In sum, we have reached an unfortunate impasse with the Oklahoma SHPO office regarding the eligibility of the Arcadia SH-66 alignment. As detailed above, we contend that ODOT has consulted with the public, stakeholders, and our regulatory partners in good faith and attempted to incorporate these concerns into the proposed project design in an effort to minimize potential impacts to historic properties. While we recognize that the historic properties located along the Arcadia segment of Route 66 are iconic and significant historic resources, we contend that the roadbed and alignment of this segment of Route 66 does not retain the integrity necessary to merit consideration as an historic property. Based on the above

documented history of improvements to this segment, as well as the 2002 Study recommendations, we firmly believe that the roadbed and alignment do not retain integrity of setting or design and are not eligible for NRHP listing.

Please find the attached materials, which includes all consultation conducted under Section 106 of the National Historic Preservation Act and the *Oklahoma Route 66 Roadbed Documentation Project (1926-1970); A Survey of Roadbed and Integral Structures* discussed above.

If you have any questions regarding this project, please contact me at 405-325-7201.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott A. Sundermeyer", with a long horizontal flourish extending to the right.

Scott A. Sundermeyer, RPA
ODOT Cultural and Natural Resources Program Director



Oklahoma Historical Society

Founded May 27, 1893

State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

October 4, 2018

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 East Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #2147-18; SH-66 Improvements Project #JP-24356(07), Arcadia, Oklahoma County

Dear Mr. Sundermeyer:

We have reviewed the additional documentation submitted on the referenced project. We concur with your opinion that Culverts #1 and #2 and the pavement on the roadbed are not eligible for listing in the National Register of Historic Places (NRHP) due to the integrity of these resources being compromised. However, we have determined that the proposed project will have an adverse effect on the historic alignment of SH-66, which retains a high degree of integrity and is under consideration as designation as a National Historic Trail.

Our opinion is based on the fact that the 2002 *Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures*, only took into account resources along the historic road alignments that were eligible for listing in the National Register of Historic Places at the time of the assessment, that included pieces of the actual roadbed pavement. However, the document itself implies and supports that this particular section of SH-66 through Arcadia is the historic alignment and therefore is in its original location. Although we agree that the roadbed surface lacks sufficient integrity, the alignment of the roadbed is still intact. Therefore, we respectfully disagree with your assessment that there is no integrity of design and setting, even though integrity of materials and the workmanship on this stretch of SH-66 may have been compromised. Because the roadbed alignment through Arcadia retains integrity of design, location, setting, feeling, and association, shifting the alignment south by 26 feet, as described in your July 13, 2018 cover letter and illustrated on plans submitted at that time, to accommodate wider lanes in addition to sidewalks, curbs and gutters, and shoulders on either side of these lanes, compromises the overall integrity of the historic alignment and results in an adverse effect.

We welcome the opportunity to continue consultation with you to mitigate, minimize, or eliminate the adverse effect of the proposed project. However, if we are unable to eliminate the adverse effect of the project, the Federal Highway Administration (FHWA) will need to contact and invite the participation of the Advisory Council on Historic Preservation (ACHP) in order to complete the Section 106 process as outlined in 36 CFR Part 800. Should the ACHP choose not to participate in the consultation, FHWA and the SHPO may execute a Memorandum of Agreement (MOA). Upon the execution of an MOA, a copy must be filed with the ACHP to complete the Section 106 process.

Mr. Sundermeyer
October 4, 2018
Page 2

RE: File #2147-18; SH-66 Improvements Project #JP-24356(07), Arcadia, Oklahoma County

Thank you for the opportunity to review this project. If you have any questions, please do not hesitate to call Catharine M. Wood, Historical Archaeologist, at 405/521-6381. Please reference the above underlined file number when responding.

Sincerely,

A handwritten signature in black ink, appearing to read "Lynda Ozan", with a long horizontal flourish extending to the right.

Lynda Ozan
Deputy State Historic
Preservation Officer

LO:pm

cc: Oklahoma Route 66 Association, Chandler, Oklahoma
Kaisa Barthuli, Route 66 Corridor Preservation Program, NPS, Santa Fe, NM



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

September 7, 2018

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: File 2147-18 - Oklahoma County FHWA Project: J/P 24356(07); Proposed SH-66 improvements from 5.57 miles east of I-35, extending east approximately 0.58 miles through the town of Arcadia.

Thank you for your comments of August 16, 2018 on the referenced undertaking. In your comments, you ask that we address the following: 1) the effect to the project roadway, 2) provide plans and narratives of alternatives considered, and 3) provide a map of shovel test locations.

1) In considering the effect of the undertaking to the project roadway, we have reviewed past projects on the roadway through Arcadia in concert with the *Oklahoma Route 66 Roadbed Documentation Project (1926-1070): A Survey of Roadbed and Integral Structures* (2002), herein referred to as "the 2002 study".

The roadway portion of the area of potential effect (APE) was subjected to four projects since 1929. The full history is as follows:

1929

Project ID: SAF 137F

Convert Grade & Drain road to 18' wide Rock Asphalt over PC Concrete roadway

1970*

Project ID: MC 55(99)

Convert road to 24' wide Asphalt/Concrete Surface

1985*

Project ID: MC 55(498)

Perform 1 inch Asphalt/Concrete Overlay

2001

Project ID: BRF-55C(664) JP 08138(04); SHPO File 2087-98

Bridge replacement of Coffee Creek and Soldier Creek and curve correction at 5th and SH-66

* *State-funded, not subject to Section 106*

As noted above, the roadway was widened in 1970 from its 18-foot-wide configuration to 24 feet wide. While the roadway, through Arcadia, appears to follow the path of the original 1929 corridor, the materials, design, workmanship, and setting have been altered. In accordance with the 2002 study, this alteration would have been substantial enough to have eliminated it from consideration for documenting in 2002 when the Oklahoma Route 66 Association completed the study. Our interpretation of the 2002 study is that certain features and segments along the Route 66 roadway were not provided resource identification

"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

numbers if they did not merit consideration as historic properties. Further, those properties that were assigned resource numbers were also subjected to an additional test as to whether they were already listed or were immediately eligible for inclusion in the NRHP. This segment of roadway has neither of these qualifiers.

It is our opinion that this segment of roadway retains its association with Route 66, however pursuant to 36 CFR 60.4, it does not retain integrity of design, materials, workmanship, and setting, and that these aspects of integrity are critical for the roadbed to merit consideration for inclusion in the NRHP. Please find the attached Historic Preservation Resource Identification form for this segment of Route 66 and two Oklahoma Bridge Survey and Inventory forms for the two culverts that we neglected to document during the original study. Pursuant to 36 CFR 60.4, we believe that these structures (culverts) are not representative of works of a master, that they have also experienced a loss of historic integrity of design, workmanship, and setting due to the introduction of new elements, and the roadbed for which they are associated is not eligible for inclusion in the NRHP. Indeed, these structures were not documented in the 2002 study.

Finally, ODOT consulted with your office in 1998 (SHPO File 2087-98) regarding the replacement of the Coffee Creek and Soldier Creek bridges. This undertaking resulted in the replacement of these two structures, and a realignment (curve correction) of SH-66 at the eastern end of the current project, at roughly the intersection of 5th Street and SH-66.

2) Please find the attached conceptual drawings for the alternatives that were reviewed for the subject project. These materials were presented at a public involvement and stakeholder meeting held in Arcadia on March 8, 2016 at the Mount Pleasant Baptist Church. SHPO was invited to that meeting, along with the Oklahoma Route 66 Association, The National Park Service Route 66 Corridor Preservation Program, and Preservation Oklahoma. In addition, Arcadia Historical and Preservation Society and Jim Ross attended the meeting and provided comment to ODOT Cultural Resources Program. ODOT has provided a copy of the cultural resources report to these parties.

ODOT presented the four alternatives attached to this correspondence and invited public comment on the project. The final selected alternative is a combination of Options 3 & 4. Option 3 was the offset alignment to the south with 8-foot shoulders; Option 4 was on existing alignment with 4' shoulders. We opted for the offset alignment to the south with 4' shoulders. This "5th" option was created to incorporate public concerns about the project and provide a context-sensitive solution to ODOT's concerns regarding the pavement.

The meeting materials can be found at the link below:

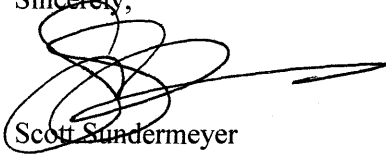
https://www.ok.gov/odot/Programs_and_Projects/Public_Meetings_and_Hearings/20160308.html

3) ODOT does not log negative shovel tests on our projects, rather we provide evidence and documentation for those shovel tests which were positive for archaeological materials. As you are aware, we have implemented a procedure within the last year that recommends a methodology of excavating shovel tests every 30 meters. In 2015, when the studies were completed, ODOT observed the Advisory Council on Historic Preservation's 2012 guidance regarding reasonable and good-faith effort, and proceeded in accordance with 36 CFR.4(b)(1). A file search was conducted, which provided information on site types that might be expected in the study area. A host of historic maps and aerial photographs were reviewed to provide information on probable locations of historic-period sites. Previous cultural resources studies were reviewed, and the public and stakeholders were invited to participate. ODOT Cultural Resources Program understood that the scope of the proposed undertaking was to provide pavement improvement and add shoulders. As such, the field methodology employed was consistent. Shovel tests were excavated within the study area, however due to the nature of the proposed undertaking, the shovel test methodology

was considered sufficient and the State Archaeologist concurred.

We are happy to further discuss our interpretation of the 2002 roadbed study, and to identify a mutual strategy to formalize, through consensus eligibility determinations, the recommendations in the study so that the study may be more appropriately applied for both our agencies. We recognize that the study is 16 years old and that perceptions and opinions of significance and eligibility can change. If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Scott Sundermeyer
Director, ODOT Cultural Resources Program

**HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM
FOR SH-66 ROADBED THROUGH ARCADIA**

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

PLEASE TYPE ALL DATA IN UPPERCASE - FIELDS IN RED ARE REQUIRED

1. PROPERTY NAME: ODOT PROJECT OKLAHOMA COUNTY J/P #24356(07) SURVEY
2. RESOURCE NAME: STATE HIGHWAY 66 ROADBED IN ARCADIA AND VICINITY
3. ADDRESS: STATE HIGHWAY 66 FROM DIVISION ST. TO CA. 2600' E. OF ANDERSON RD.
4. CITY: ARCADIA 5. VICINITY: _____
6. COUNTY NAME: OKLAHOMA
7. LOT: _____ 8. BLOCK: _____ 9. PLAT NAME: _____
10. SECTION: 21, 28, 29 11. TOWNSHIP: 14N 12. RANGE: 1W
13. LATITUDE (NORTH): (ENTER AS: "dd.ddddd") 35.66177, 35.66700
14. LONGITUDE (WEST): (ENTER AS: "-dd.ddddd") -97.32714, -97.30942
15. UTM ZONE: _____ 16. NORTHINGS: _____ 17. EASTINGS: _____
18. RESOURCE TYPE: STRUCTURE
19. HISTORIC FUNCTION: ROAD-RELATED (VEHICULAR)
20. CURRENT FUNCTION: ROAD-RELATED (VEHICULAR)
21. AREA OF SIGNIFICANCE, PRIMARY: _____
22. AREA OF SIGNIFICANCE, SECONDARY: _____
23. DESCRIPTION OF SIGNIFICANCE:

SEGMENTS OF 1970 (RESURFACED IN 1985) AND 2001 CONCRETE / ASPHALT ROADWAY THAT REPLACED, RE-ALIGNED, AND (SEE ATTACHED SHEET)
24. DOCUMENTATION RESOURCE:

PLANS FOR FAP NO. 137-SEC-F, 1928, OK DEPT. OF HIGHWAYS; "OKLAHOMA ROUTE 66 ROADBED DOCUMENTATION (SEE ATTACHED SHEET)
25. NAME OF PREPARER: ANNA EDDINGS
59. SURVEY PROJECT YES 26. PROJECT NAME: ODOT PROJECT J/P #24356(07)
27. DATE OF PREPARATION: AUGUST 2018 28. PHOTOGRAPHS YES
29. YEAR: 2018

30. ARCHITECT/BUILDER: OKLAHOMA DEPARTMENT OF HIGHWAYS

31. YEAR BUILT: 1970, 1985, 2001

32. ORIGINAL SITE: YES

33. DATE MOVED: N/A

34. FROM WHERE: N/A

35. ACCESSIBLE: YES

36. ARCHITECTURAL STYLE: OTHER

37. OTHER ARCHITECTURAL STYLE: ASPHALT / CONCRETE PAVEMENT

38. FOUNDATION MATERIAL: NO DATA

39. ROOF TYPE: INAPPLICABLE

40. ROOF MATERIAL: NO DATA

41. WALL MATERIAL, PRIMARY: NO DATA

42. WALL MATERIAL, SECONDARY:

43. WINDOW TYPE: INAPPLICABLE

44. WINDOW MATERIAL: NO DATA

45. DOOR TYPE: INAPPLICABLE

46. DOOR MATERIAL: NO DATA

47. EXTERIOR FEATURES:

48. INTERIOR FEATURES:

49. DECORATIVE DETAILS:

50. CONDITION OF RESOURCE: FAIR (SOMEWHAT IN NEED OF MAINTENANCE)

51. DESCRIPTION OF RESOURCE: ASPHALT / CONCRETE PAVEMENT, 28' TO 32' WIDE WEST OF ANDERSON RD., TRANSITIONS TO 44' WIDE EAST OF ANDERSON; TWO LANES, SHOULDERS (SEE 56.)

52. COMMENTS: AUTHORS OF THE "OKLAHOMA ROUTE 66 ROADBED DOCUMENTATION PROJECT" DID NOT (SEE ATTACHED SHEET)

53. ATTACH LOCATION MAP

54. LISTED ON NATIONAL REGISTER: NO

55. NATIONAL REGISTER ENTRY:

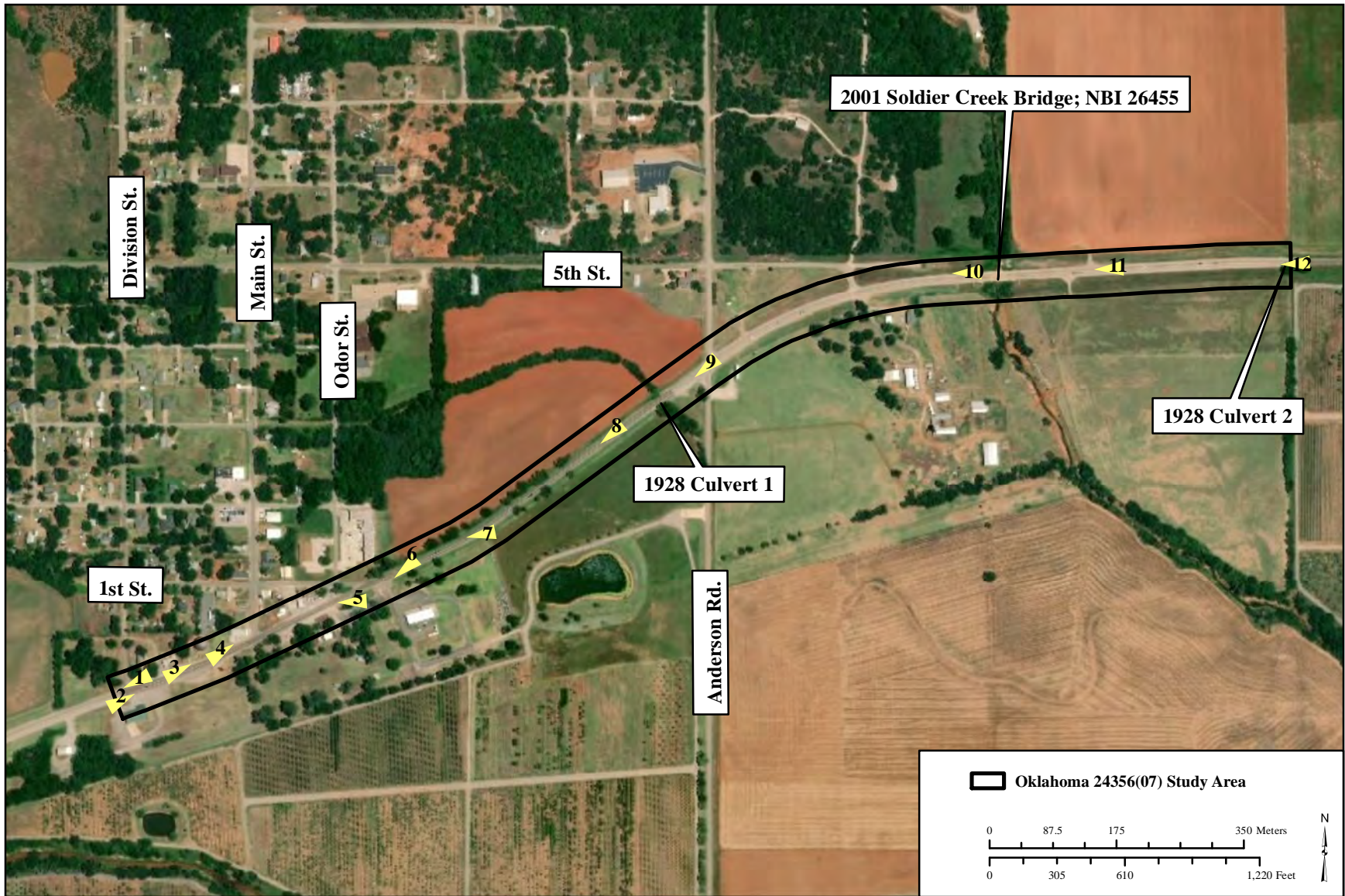
56. CONTINUATION 51. VARY IN WIDTH. IN 1929, AN 18' WIDE "MODIFIED BATES TYPE" ROAD CONSISTING OF CONCRETE BASE WITH ASPHALT SURFACE BETWEEN CONCRETE EDGINGS WAS CONSTRUCTED ON THIS ALIGNMENT OF US HIGHWAY 66 AS (SEE ATTACHED SHEET)

23. DESCRIPTION OF SIGNIFICANCE: WIDENED THE PAVEMENT CONSTRUCTED IN 1929 ON THE ORIGINAL US HIGHWAY 66 ALIGNMENT; THIS WIDENING / REPLACEMENT AND MAJOR MODIFICATION OCCURRING LESS THAN 50 YEARS AGO HAS DIMINISHED INTEGRITY OF LOCATION, DESIGN, AND MATERIAL TO SUCH AN EXTENT THAT THE DOCUMENTED ROADWAY AS A WHOLE NO LONGER RETAINS INTEGRITY OF SETTING, FEELING AND ASSOCIATION; RECOMMENDED NOT NRHP-ELIGIBLE.

24. DOCUMENTATION RESOURCE: PROJECT (1926-1970): A SURVEY OF ROADBED AND INTEGRAL STRUCTURES,” OKLAHOMA ROUTE 66 ASSOCIATION, 2001-2002; OKLAHOMA DEPARTMENT OF TRANSPORTATION, “MAP & DATA PORTAL, MASTER ROADWAY & BRIDGE DATA VIEWER” WEBSITE, <http://okdot.maps.arcgis.com> (ACCESSED AUGUST 22, 2018); PROJECT ID: MC55(99), 1970, AND PROJECT ID: MC55(498), 1985, OKLAHOMA DEPARTMENT OF TRANSPORTATION PAVEMENT HISTORY DATABASE; PLANS FOR FAP NO. BRFY-55C (664), 2001, OKLAHOMA DEPARTMENT OF TRANSPORTATION.

52. COMMENTS: OBSERVE SUFFICIENT HISTORIC INTEGRITY IN THIS ROAD, SO IT DID NOT MEET THEIR “CRITERIA FOR PROPERTY INCLUSION” (P. 11) AND THEY DID NOT INCLUDE IT IN THE “PROPERTY IDENTIFICATIONS” SECTION OF THIS REPORT (P. 12ff). WITHIN THE DOCUMENTED ROADWAY THERE IS A 14’ CONCRETE CULVERT, DOCUMENTED ON A SEPARATE FORM AS CULVERT 1, CONSTRUCTED IN 1928 AND WIDENED CIRCA 1970. THERE IS ALSO A 6’ CONCRETE CULVERT, DOCUMENTED ON A SEPARATE FORM AS CULVERT 2, CONSTRUCTED IN 1928. THERE IS ALSO THE BRIDGE OVER SOLDIER CREEK. ITS CONSTRUCTION PROJECT IN 2001 (BRFY-55C[664]) INCLUDED WIDENING THE ROAD TO 44’ AND A RE-ALIGNMENT TO THE SOUTH IN ITS VICINITY, BEGINNING AROUND ANDERSON ROAD AND CONTINUING WEST.

56. CONTINUATION: PROJECT FAP NO. 137-SEC-F. HOWEVER, IN 1970, PROJECT MC 55(99) DEMOLISHED THIS PAVEMENT AND REBUILT THE ROAD TO A 24’ WIDE ASPHALT / CONCRETE SURFACE. IN 1985, PROJECT MC 55(498) ADDED A 1” ASPHALT / CONCRETE OVERLAY, AND SUBSEQUENT RESURFACING / SHOULDER WORK HAS BROUGHT THE PAVEMENT TO ITS CURRENT WIDTH. IN 2001, PROJECT BRFY-55C(664) RE-ALIGNED THE ROAD TO THE SOUTH FROM ANDERSON RD. WEST AS PART OF CONSTRUCTING A NEW BRIDGE OVER SOLDIER CREEK.



State Highway 66 Roadbed in Arcadia and vicinity

Basemap: Esri Aerial Imagery
 Arrows indicate the direction the camera is pointing for roadbed photos.





State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
Intersection of State Highway 66 and Division St.
Anna Eddings--ODOT Cultural Resources Program

24 August 2018
West-southwest
1 of 12



State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
Intersection of State Highway 66 and Division St.
Anna Eddings--ODOT Cultural Resources Program

24 August 2018
East-northeast
2 of 12





State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
State Highway 66 between Division & Main streets
Anna Eddings--ODOT Cultural Resources Program

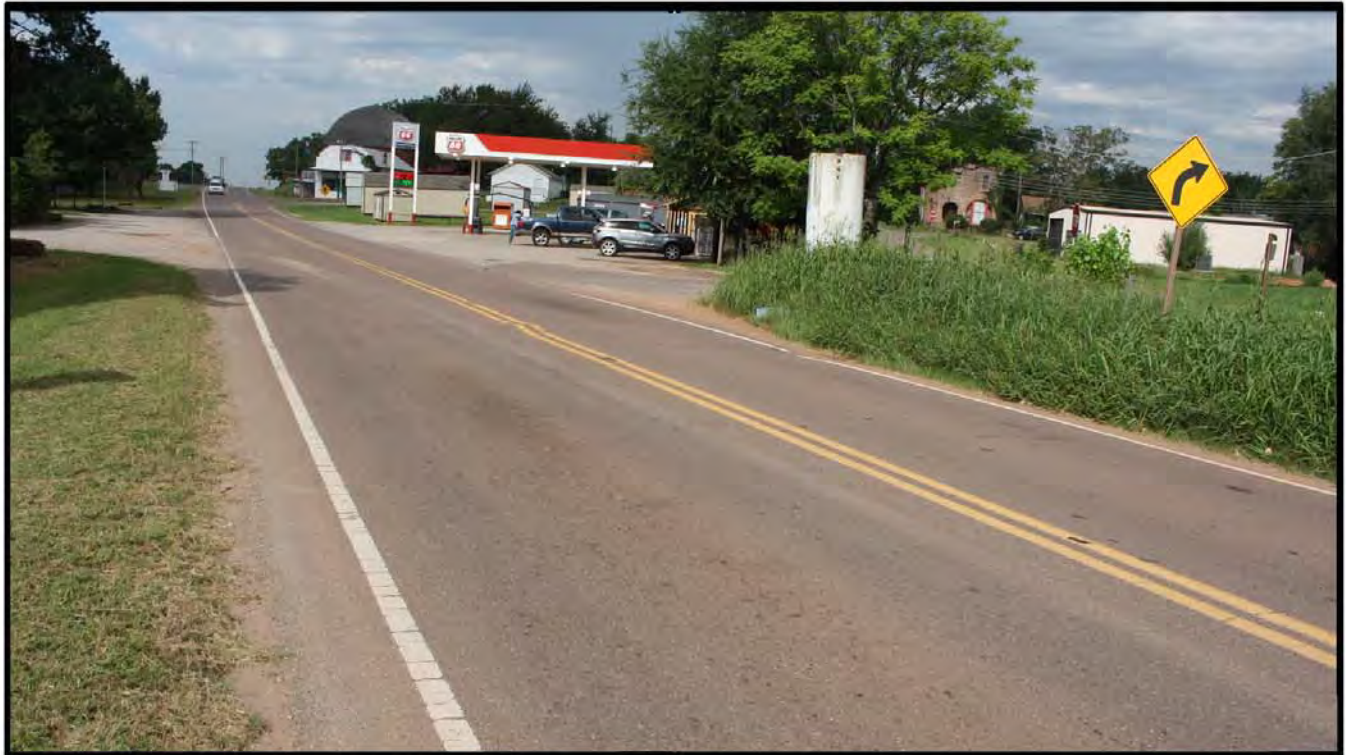
3 July 2018
Northeast
3 of 12



State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
State Highway 66 between Division & Main Streets
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
Northeast
4 of 12





State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
Intersection of State Highway 66 and Odor St.
Anna Eddings--ODOT Cultural Resources Program

24 August 2018
West
5 of 12



State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
State Highway 66, just east of 1st St.
Anna Eddings--ODOT Cultural Resources Program

24 August 2018
Southwest
6 of 12





State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
State Highway 66, approximately 500' east of 1st St..
Anna Eddings--ODOT Cultural Resources Program

24 August 2018
West-southwest
7 of 12



State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
State Highway 66, approximately 400' west of Anderson Rd.
Anna Eddings--ODOT Cultural Resources Program

24 August 2018
Southwest
8 of 12





State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
Intersection of State Highway 66 and Anderson Rd.
Anna Eddings--ODOT Cultural Resources Program

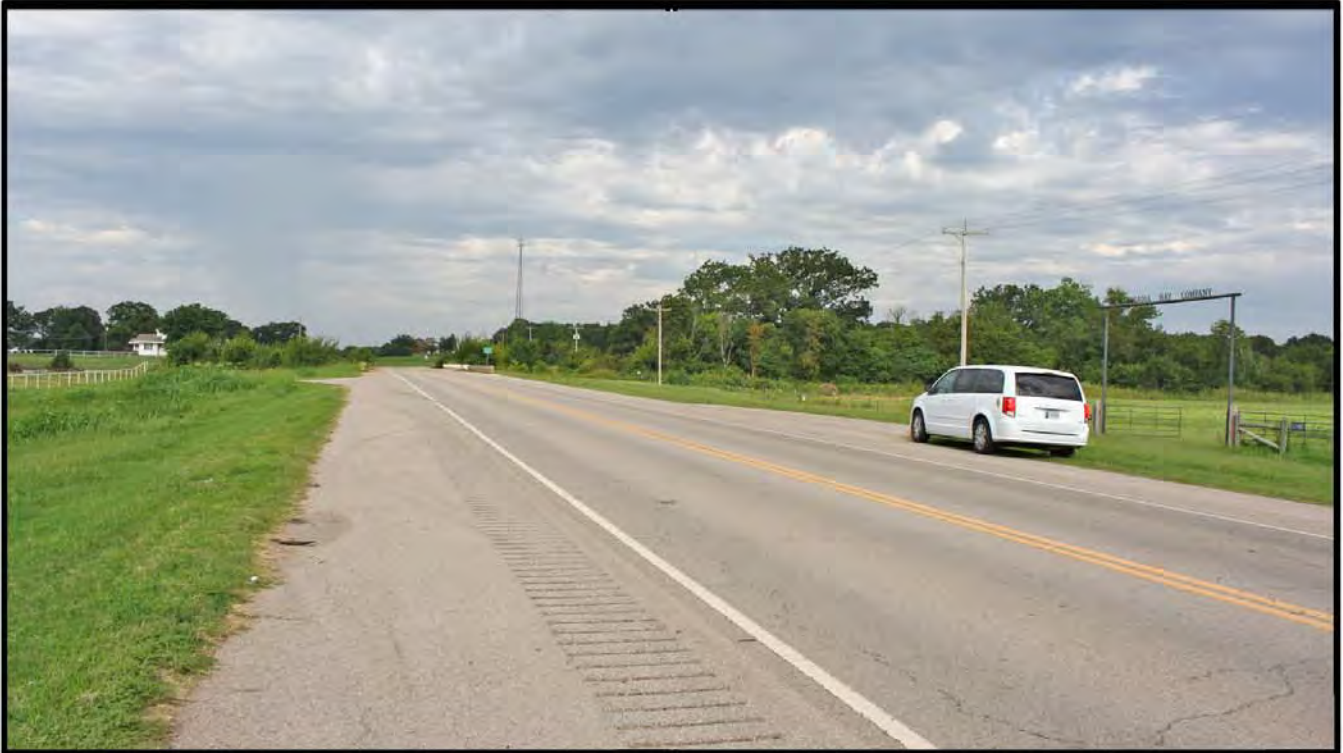
24 August 2018
Southwest
9 of 12



State Highway 66 Roadbed in Arcadia and vicinity (2001 re-alignment)
Oklahoma County, Arcadia, Oklahoma
State Highway 66, just west of Soldier Creek
Anna Eddings--ODOT Cultural Resources Program

24 August 2018
West
10 of 12





State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
State Highway 66, just east of Soldier Creek
Anna Eddings--ODOT Cultural Resources Program

24 August 2018
West
11 of 12



State Highway 66 Roadbed in Arcadia and vicinity
Oklahoma County, Arcadia, Oklahoma
State Highway 66, one-half mile east of Anderson Rd.
Anna Eddings--ODOT Cultural Resources Program

24 August 2018
West
12 of 12



ALTERNATIVES PRESENTED AT PUBLIC MEETING

Project No. 1 – Location



Project No. 1 – Existing Conditions

- No shoulders
- Intersections need improvement
- Posted speed limit – 45 mph
- Need for drainage improvements
- Existing Average Annual Daily Traffic (2015):
 - 5,400 Vehicles per day
- Projected Average Annual Daily Traffic (2038):
 - 7,900 Vehicles per day





Project No. 1

Options Considered

Different options that ODOT looked at for this project that would meet the purpose and need of the project.



Project No. 1 – Option 1



Option #1



SH-66 Through Arcadia, OK

ODOT JP#: 24356(07)
Oklahoma County



Project No. 1 – Option 1

Mill and overlay existing alignment.

- Pros
 - No R/W acquisition
 - Pavement life extended
 - No impact to historic properties
 - Faster construction time
- Cons
 - No improvements to roadway width
 - Drainage will continue to be a problem
 - Shortest Pavement Life Span



Project No. 1 – Option 2



Option #2



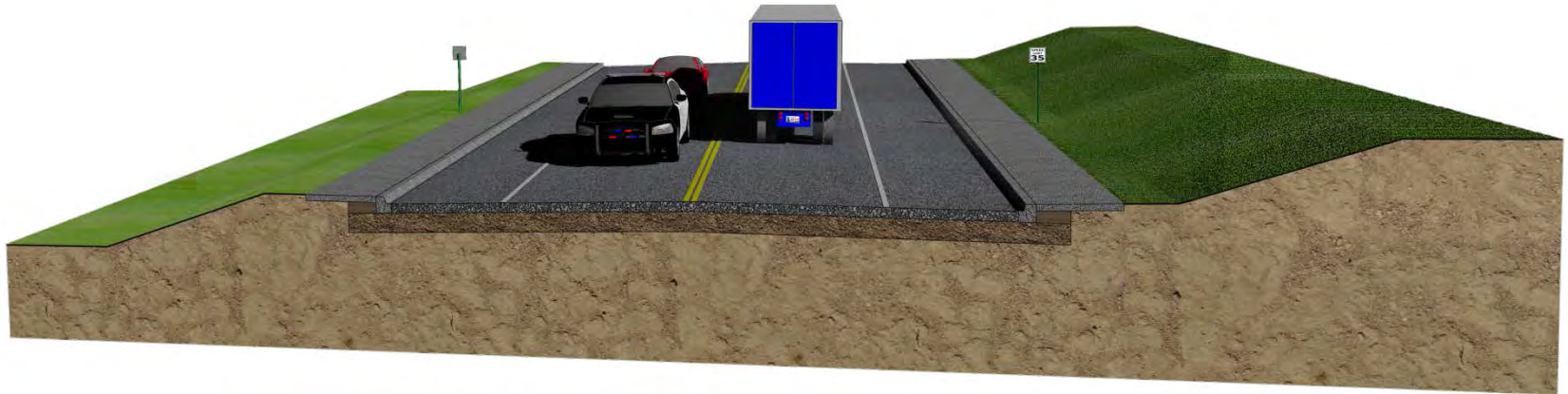
SH-66 Through Arcadia, OK

ODOT JP#: 24356(07)
Oklahoma County



Project No. 1 – Option 2

Rendered Typical Section





Project No. 1 – Option 2

Full Design on the Existing Alignment

- Pros
 - Full 8' shoulders added
 - Pavement life extended
 - Drainage improvements
 - Sidewalk on North and South
- Cons
 - Right of way will be required in town
 - Longer construction time
 - Impacts to Round Barn and other structures



Project No. 1 – Option 3



Option #3



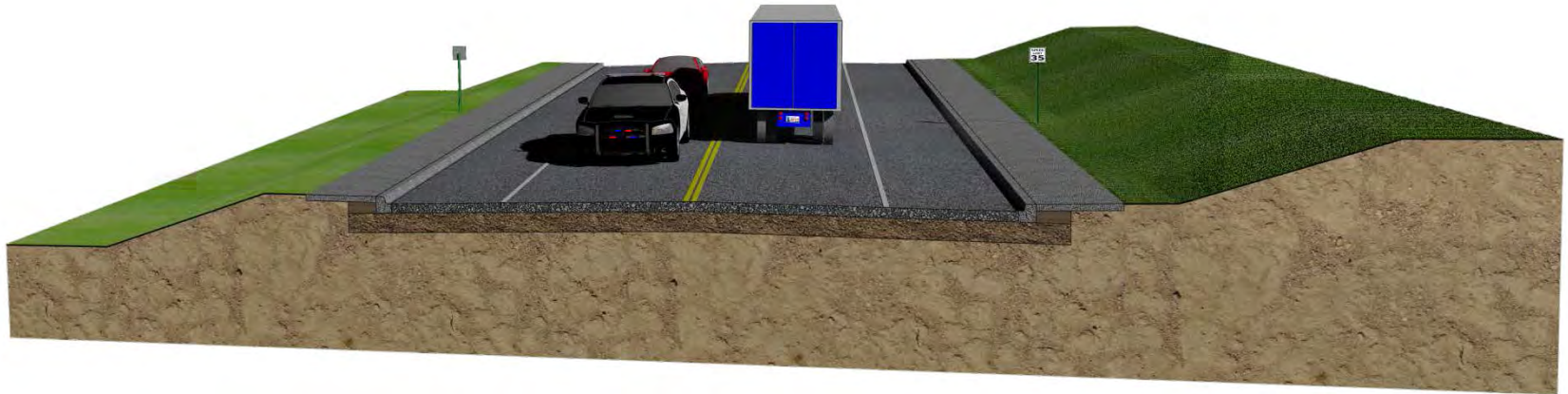
SH-66 Through Arcadia, OK

ODOT JP#: 24356(07)
Oklahoma County



Project No. 1 – Option 3

Rendered Typical Section





Project No. 1 – Option 3

Full Design on an offset Alignment

- Pros
 - Full 8' shoulders added
 - Pavement life extended
 - Drainage improvements
 - Sidewalk on North and South
 - Impacts to Round Barn and other structures avoided
- Cons
 - Right of way will be required in town
 - More impacts on the south side of the highway
 - Longer construction time



Project No. 1 – Option 4



Option #4



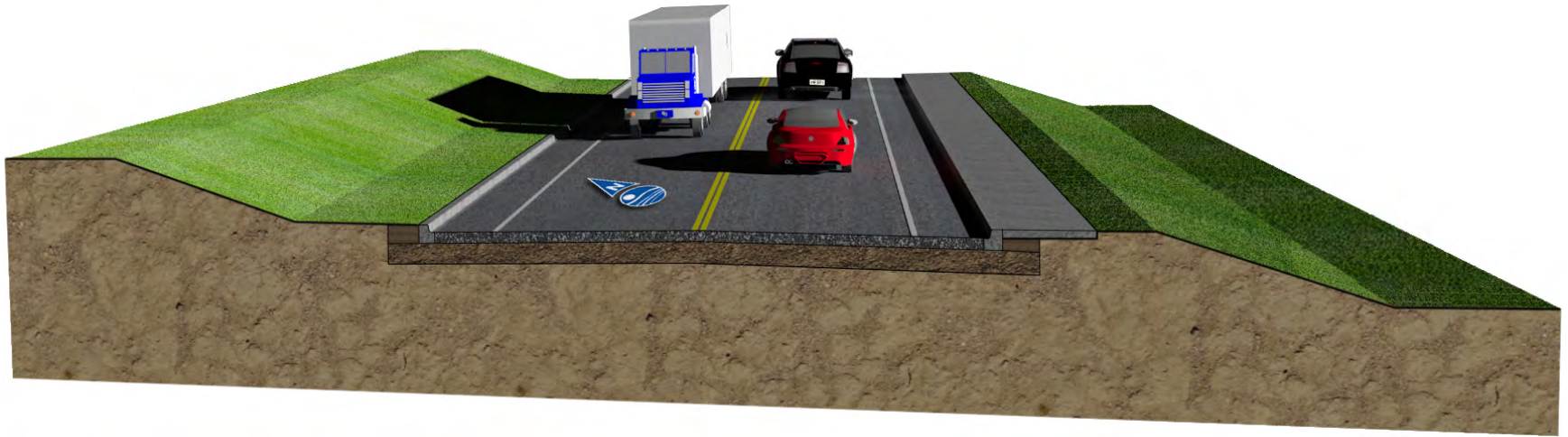
SH-66 Through Arcadia, OK

ODOT JP#: 24356(07)
Oklahoma County



Project No. 1 – Option 4

Rendered Typical Section





Project No. 1 – Option 4

Modified Design on the Existing Alignment

- Pros
 - Least Right of Way acquisition needed in town
 - *(other than overlay option)*
 - No impact to Round Barn facility or other structures
 - Shorter construction time
 - Creates bicycle and pedestrian improvements
 - Drainage improvements
- Cons
 - Sidewalks would only be on one side of the road



— PRESENT ROW

LEGEND

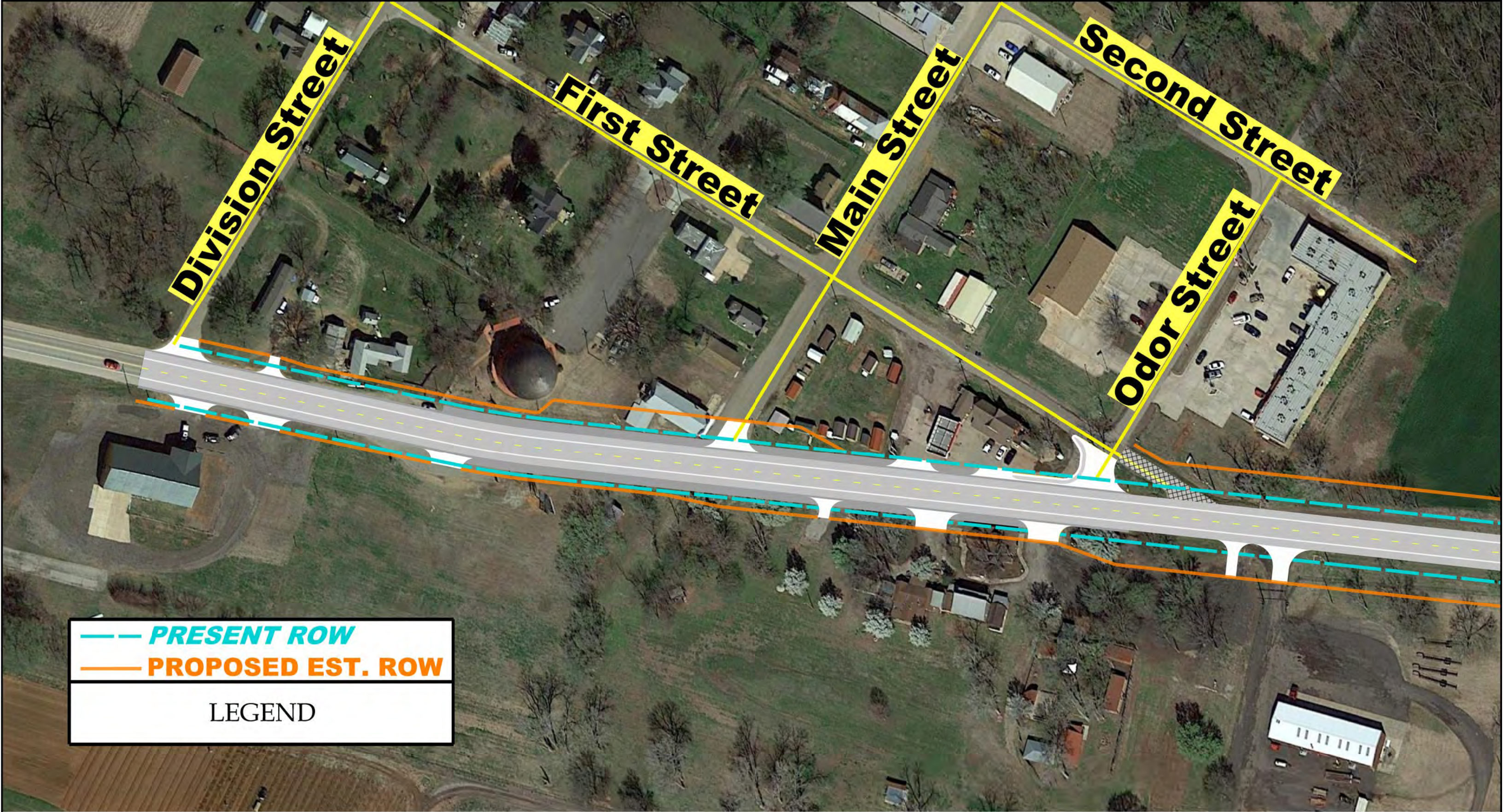


Option #1



SH-66 Through Arcadia, OK

ODOT JP#: 24356(07)
Oklahoma County



 PRESENT ROW
 PROPOSED EST. ROW
LEGEND

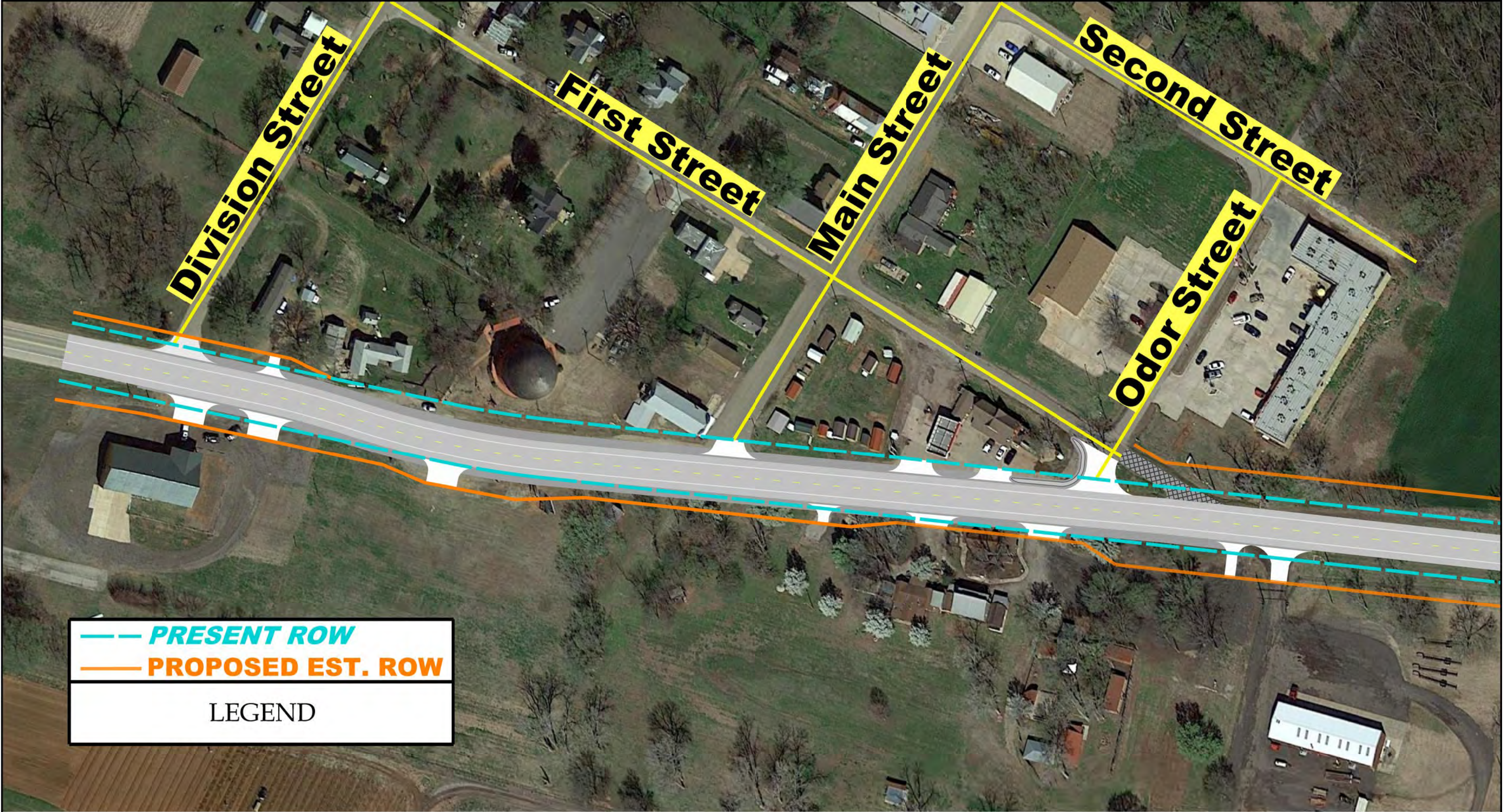


Option #2



SH-66 Through Arcadia, OK

ODOT JP#: 24356(07)
Oklahoma County



— PRESENT ROW
— PROPOSED EST. ROW

LEGEND



Option #3



SH-66 Through Arcadia, OK

ODOT JP#: 24356(07)
Oklahoma County



 PRESENT ROW
 PROPOSED EST. ROW
LEGEND



Option #4



SH-66 Through Arcadia, OK

ODOT JP#: 24356(07)
Oklahoma County



Oklahoma Historical Society

Founded May 27, 1893

State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

August 16, 2018

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 East Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #2147-18 (Former File #2267-15); SH-66 Improvements Project #J/P 24356(07);
from 5.57 miles east of I-35, extending east through Arcadia, Oklahoma County

Dear Mr. Sundermeyer:

We have reviewed the documentation submitted on the referenced project. We find that we are unable to complete the review of your project without the following additional information:

- (1) Provide an assessment of effect on the project roadway currently under consideration, as it has been determined that the current roadway follows the historic alignment of SH-66 (Route 66).
- (2) Submit detailed narratives and plans of the variety of alternatives considered for this project, as stated in the Cultural Resources Survey Report submitted with your September 1, 2015 letter, and why the alternative depicted in the documents submitted with your July 13, 2018 letter is preferred.
- (3) Provide a map with shovel test locations and a narrative of the results of those shovel tests, as mentioned in the Cultural Resources Survey Report submitted with your September 1, 2015 letter.

We are requesting additional information about the project's effect on the extant historic roadbed alignment because we respectfully disagree with your initial assessment, as outlined in the Cultural Resources Survey Report submitted with your September 1, 2015 letter, that the roadway currently under consideration was not recommended a segment eligible for listing in the National Register of Historic Places (NRHP), per the *Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures* (2002). After reviewing the Roadbed Survey Report, the narrative located at the bottom of Map #32 clearly refers to the two bridges constructed in 1914 as being disqualified for listing in the NRHP within the Route 66 context because they were not part of the historic roadbed alignment. Also, this narrative clearly states that 1925 plans "depict the path of what would be US 66 from a point east of Hiwassee Rd. through Arcadia to a point several miles west of town to be exactly as depicted above." Finally, to further confirm that the roadway currently under consideration follows the historic alignment of Route 66, we consulted Section 8: Statement of Significance in the NRHP nomination for the Edward Richardson Building (c. 1922), which is located in your project's study area, and it states, "in April of 1926, Oklahoma County secured an expanded highway right-of-way for the newly-designated U.S. Highway 66 that cut across the property, taking most of lot 10 and the southeast corner of lot 9, and bringing the road to the doorstep of the Richardson Building" (Section 8, Page 12).

Mr. Sundermeyer
August 16, 2018
Page 2

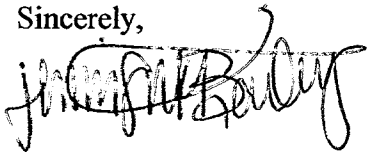
RE: File #2147-18 (Former File #2267-15); SH-66 Improvements Project #J/P 24356(07);
From 5.57 miles east of I-35, extending east through Arcadia, Oklahoma County

In addition, after reviewing the file from both 2015 and 2018, it appears as though the National Park Service Route 66 Corridor Preservation Program and the Oklahoma Route 66 Association have not been contacted regarding the project. Both entities have expressed interest in all highway projects along Route 66; please be certain to reach out to both.

If you should have any questions concerning this request, please contact me at (405) 522-4479 or Cate Wood, Historical Archaeologist, at (405) 521-6381.

Thank you for the opportunity to review this project. Please reference the above underlined file number when responding.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Bailey". The signature is written in a cursive style and is positioned above the printed name.

Jennifer Bailey
Historic Preservation Specialist

JB:pm

cc: Oklahoma Route 66 Association, Chandler, Oklahoma
Kaisa Barthuli, Route 66 Corridor Preservation Program, NPS, Santa Fe, NM



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

July 13, 2018

Dear Stakeholder:

Re: Oklahoma County FHWA Project: J/P 24356(07); Proposed SH-66 improvements from 5.57 miles east of I-35, extending east approximately 0.58 miles through the town of Arcadia.

Please find the attached cultural resources report in which we determined that the Brooks Building (Building #2) in Arcadia is eligible for the National Register of Historic Places (NRHP). Since the completion of the report and the public meeting held in March 2016, this building has been listed on the NRHP as the Edward Richardson Building. This building is listed under Criterion A in Commerce and Ethnic Heritage and under Criterion C in Architecture. The Arcadia Round Barn is adjacent to this project. This building is listed under Criterion B for its builder, William Harrison Odor, and under Criterion C in Architecture.

The project will require no new right-of-way from the Edward Richardson Building or the Arcadia Round Barn properties on the north side of SH-66. Furthermore, the north edge of the SH-66 reconstruction improvements will be no closer to these buildings than the edge of the current SH-66 shoulder is, avoiding any encroachment on their properties. The project proposes reconstructing SH-66 to include two, twelve-foot driving lanes with four-foot shoulders and seven-foot sidewalks attached to the curb. This is a combination of Options 3 and 4 presented in the public meeting. Materials from the public meeting can be reviewed here:

https://www.ok.gov/odot/Programs_and_Projects/Public_Meetings_and_Hearings/20160308.html

The project proposes a possible expansion of asphalt parking area on the south side of SH-66 across from the Arcadia Round Barn; this is an exception where there will be no sidewalk on the south (right) side of the road. This parking area is for the Arcadia Round Barn, particularly for large vehicles that have difficulty reaching the parking lot behind the building because of the sharp turns and steep driveways required to reach it. Although the plans depict this parking area, it will only be constructed if the town of Arcadia acquires the necessary right-of-way.

Our assessment is that that the project as proposed will not diminish the character-defining features that contribute to the NRHP-listing of the Edward Richardson Building and the Arcadia Round Barn, for several reasons. No new right-of-way will be required from these properties, and the north edge of the SH-66 reconstruction improvements (north edge of the sidewalk) will be no closer to these buildings than the edge of the current SH-66 pavement is. This means that the berm upon which the Round Barn sits will not be disturbed.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,


Scott Sundermeyer
Director, ODOT Cultural Resources Program

Cc: Oklahoma Route 66 Association
National Park Service Route 66 Corridor Preservation Program
Jim Ross

"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



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

July 13, 2018

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: Oklahoma County FHWA Project: J/P 24356(07); Proposed SH-66 improvements from 5.57 miles east of I-35, extending east approximately 0.58 miles through the town of Arcadia. SHPO File #2267-15

Thank you for your comments of September 18, 2015 on the referenced undertaking. In this previous consultation, we determined that the Brooks Building (Building #2) in Arcadia is eligible for the National Register of Historic Places (NRHP). Since then, this building has been listed on the NRHP as the Edward Richardson Building. This building is listed under Criterion A in Commerce and Ethnic Heritage: Black, and under Criterion C in Architecture. Additionally, as noted in our previous consultation, the NRHP-listed Arcadia Round Barn is adjacent to this project. This building is listed under Criterion B for its builder, William Harrison Odor, and under Criterion C in Architecture.

Attached please find project plans, which we are providing for your office to comment on the effect of the undertaking on the Edward Richardson Building and the Arcadia Round Barn (please note that the attached plans only include the sheets pertinent to these buildings). Also attached are selected plan graphics layered over an aerial view of these buildings (Figure 1), and setting photographs of these buildings keyed to an aerial view (Figure 2).

The Edward Richardson Building and the Arcadia Round Barn both are on the north side of SH-66, which adjacent to these buildings has two, twelve-foot driving lanes, with paved shoulders that vary in width from two to four feet, for a pavement that measures twenty-eight to thirty-two feet in width (see photographs 1, 4, 6-7, 9, and 12). On the north side of SH-66 next to the Edward Richardson Building, there is an additional seven-foot-wide asphalt paved segment (see photographs 7 and 9-10). On the south side of SH-66 across from the Arcadia Round Barn, there is a roughly triangular-shaped asphalt parking area that measures thirty-five feet at its widest, and is 240 feet long (see photographs 1, 3-6).

The project will require no new right-of-way from the Edward Richardson Building or the Arcadia Round Barn properties on the north side of SH-66. Furthermore, the north edge of the SH-66 reconstruction improvements will be no closer to these buildings than the edge of the current SH-66 shoulder is, avoiding any encroachment on their properties (see Figure 1). The project proposes reconstructing SH-66 to include two, twelve-foot driving lanes. On each side of the driving lanes, there will be four-foot paved shoulders, two-foot, eight-inch curb and gutter, and seven-foot sidewalks attached to the curb (see "Typical No. 1" on plan sheet 2), for a total of a thirty-two-foot-wide roadway surface. To accommodate the additional width that the sidewalks and curb-and-gutter add as well, without encroaching on the NRHP-listed properties, the

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AN EQUAL OPPORTUNITY EMPLOYER

project proposes shifting the alignment to the south, so that the south edge of the sidewalk on the south side of the road will extend approximately twenty-six feet beyond the current pavement edge. The north edge of the sidewalk on the north side of the road, as noted above, will fall approximately where the north edge of the current SH-66 shoulder is, avoiding impacts to the frontage of the NRHP-listed buildings (see the plan and profile plan sheet 5).

The project proposes a possible expansion of asphalt parking area on the south side of SH-66 across from the Arcadia Round Barn; as noted on the plan sheet 2 "Typical No. 1," this is an exception where there will be no sidewalk on the south (right) side of the road. The proposed design will remain roughly the same length, but be rectangular and approximately thirty feet wider than the widest point of the current parking area. This parking area is for the Arcadia Round Barn, particularly for large vehicles that have difficulty reaching the parking lot behind the building because of the sharp turns and steep driveways required to reach it. Although the plans depict this parking area, it will only be constructed if the town of Arcadia acquires the necessary right-of-way.


Our assessment is that that the project as proposed will not diminish the character-defining features that contribute to the NRHP-listing of the Edward Richardson Building and the Arcadia Round Barn, for several reasons. As noted above, no new right-of-way will be required from these properties, and the north edge of the SH-66 reconstruction improvements (north edge of the sidewalk) will be no closer to these buildings than the edge of the current SH-66 pavement is. This means that the berm upon which the Round Barn sits will not be disturbed. Additionally, this elevation of the Round Barn helps to limit the visual impact of the proposed SH-66 improvements and parking area on it. The stone landscape wall and steps next to the Edward Richardson Building will not be disturbed either (see vertical alignment plan sheets 6-11 depicting these elevations). The project will alter the general setting of these properties; however, because the widening of the SH-66 driving surface to accommodate uniform four-foot shoulders (existing shoulders vary in width) is slight, and the addition of sidewalks and curb-and-gutter is consistent with the pedestrian scale and orientation of these buildings, they will maintain their relationship with the road and surrounding landscape. Their integrity of setting, feeling, and association will be preserved.

Pursuant to 36 CFR 800.5(a)(1), ODOT has applied the criteria of adverse effect to the Edward Richardson Building and the Arcadia Round Barn, and our opinion is that the project as proposed will have no adverse effect on these properties.

We appreciate any comment you have to our opinion of effect. If you require further information to determine effect, or if you identify design modifications necessary to achieve a "no adverse effect" finding for this project, we respectfully request a "conditional no adverse effect" finding contingent upon your receipt of additional information, or design modifications consistent with the *Standards for the Treatment of Historic Properties* and the *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,



Scott Sundermeyer
Director, ODOT Cultural Resources Program

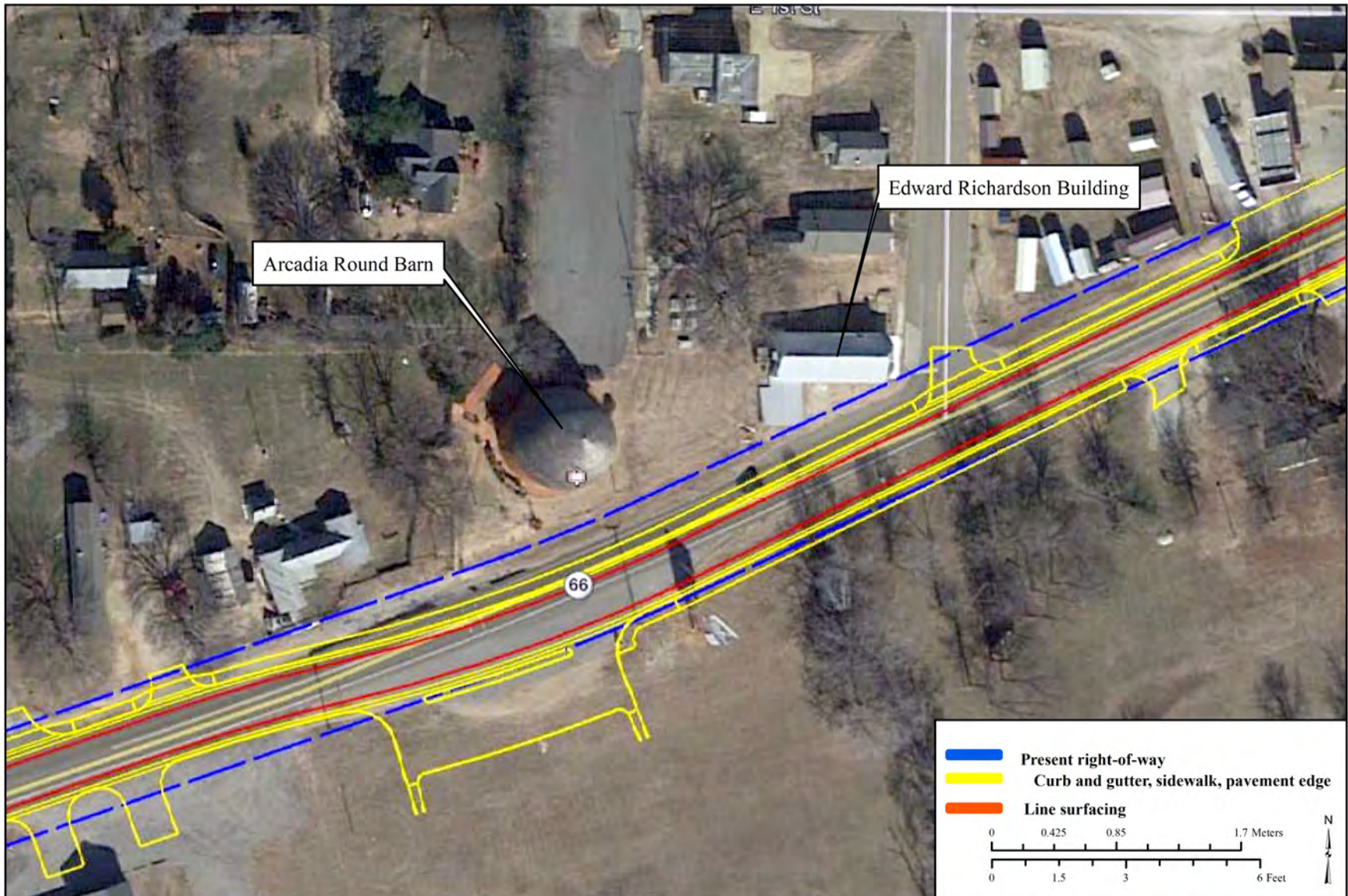


Figure 1. Oklahoma County JP 24356(07): Resurfacing of SH-66 from 5.57 miles east of I-35E, approximately 0.58 miles through Arcadia, OK.

Selected plan graphics layered over aerial view.





Figure 2. Oklahoma County JP 24356(07): Resurfacing of SH-66 from 5.57 miles east of I-35E, approximately 0.58 miles through Arcadia, OK.

Arrows indicate the direction the camera is pointing for a series of setting photographs.





Arcadia Round Barn
Oklahoma County, Arcadia, Oklahoma
North side of SH-66, between Division & Main streets
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
Northeast
1 of 12



Arcadia Round Barn
Oklahoma County, Arcadia, Oklahoma
North side of SH-66, between Division & Main streets
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
Southwest
2 of 12





Arcadia Round Barn
Oklahoma County, Arcadia, Oklahoma
North side of SH-66, between Division & Main streets
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
North-northeast
3 of 12



Arcadia Round Barn (with Edward Richardson Building)
Oklahoma County, Arcadia, Oklahoma
North side of SH-66, between Division & Main streets
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
Northeast
4 of 12





Arcadia Round Barn
Oklahoma County, Arcadia, Oklahoma
North side of SH-66, between Division & Main streets
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
Southwest
5 of 12



Arcadia Round Barn
Oklahoma County, Arcadia, Oklahoma
North side of SH-66, between Division & Main streets
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
West
6 of 12





Edward Richardson Building
Oklahoma County, Arcadia, Oklahoma
101 Main St.
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
Northeast
7 of 12



Edward Richardson Building
Oklahoma County, Arcadia, Oklahoma
101 Main St.
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
Southeast
8 of 12





Edward Richardson Building
Oklahoma County, Arcadia, Oklahoma
101 Main St.
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
Northwest
9 of 12



Edward Richardson Building (with Arcadia Round Barn)
Oklahoma County, Arcadia, Oklahoma
101 Main St.
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
Southwest
10 of 12



Oklahoma Department
of Transportation



Edward Richardson Building
Oklahoma County, Arcadia, Oklahoma
101 Main St.
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
South
11 of 12



Edward Richardson Building (with Arcadia Round Barn)
Oklahoma County, Arcadia, Oklahoma
101 Main St.
Anna Eddings--ODOT Cultural Resources Program

3 July 2018
West
12 of 12



STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT NO. J2-4356(007)
GRADE, DRAIN, & SURFACE
SH-66

OKLAHOMA COUNTY

CONTROL SECTION NO. 66-55-10
STATE JOB NO. 23456(07)
BRIDGE "A" LOCATION NO. 5510-0650X (EXCEPTION)
EXISTING NBI NO. 26455

FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS

OKLAHOMA DEPARTMENT OF TRANSPORTATION

THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.
06-04-18

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PRELIM FIELD REVIEW &
R/W UTILITY MEETING
06-04-18

INDEX OF SHEETS

NO.	TITLE
001	TITLE
002-004	TYPICAL SECTION
R001-R004	PLAN AND PROFILE SHEET
S001-S011	SURVEY DATA SHEETS
X001-X033	CROSS SECTIONS

TRAFFIC DESIGN

PROJECT ENGINEER: T. MAAROUF
SQUAD SUPERVISOR: B. ABRAHAM

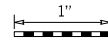
ROADWAY DESIGN

SQUAD SUPERVISOR: SABRINA GREEN
SQUAD MEMBERS: X. BUI

ENGINEERING MANAGER: RANDY D. WOODS, PE
ENGINEER: RYAN CAMPBELL, EIT

DESIGN DATA

ADT 2015	= 5,400
ADT 2038	= 7,900
DHV (2-WAY)	= 869
K (DHV/ADT)	= 11%
D	= 56%
T (% DHV)	= 8%
T (% ADT)	= 12%
T ³ (% ADT)	= 5%
V	= 35 MPH
20 YR FLEX ESALS	= 3.38M

SCALES  1"

PLAN 1" = 100'

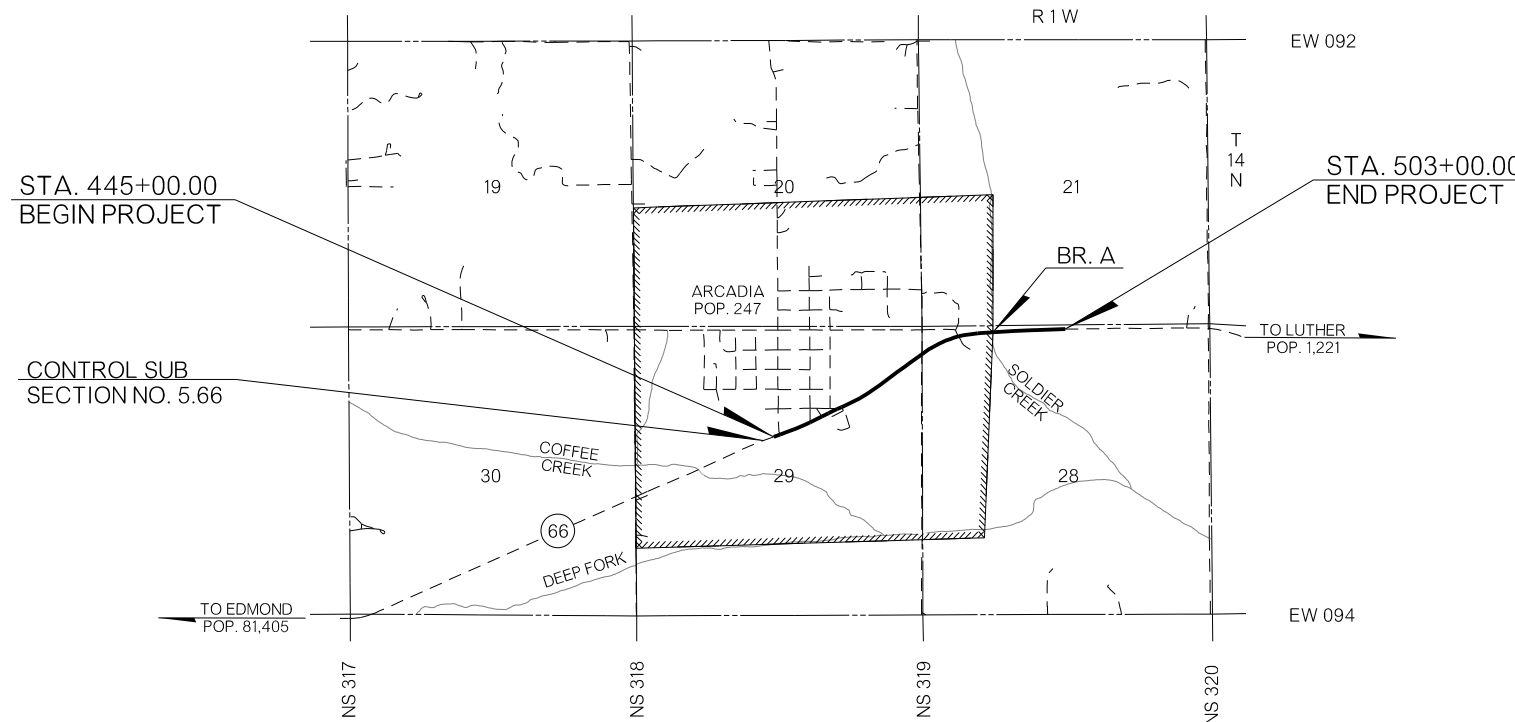
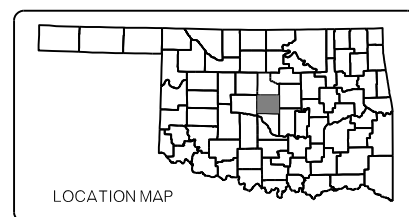
PROFILE HOR. 1" = 100'

VER. 1" = 10'

LAYOUT MAP 1" = 1,760'



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



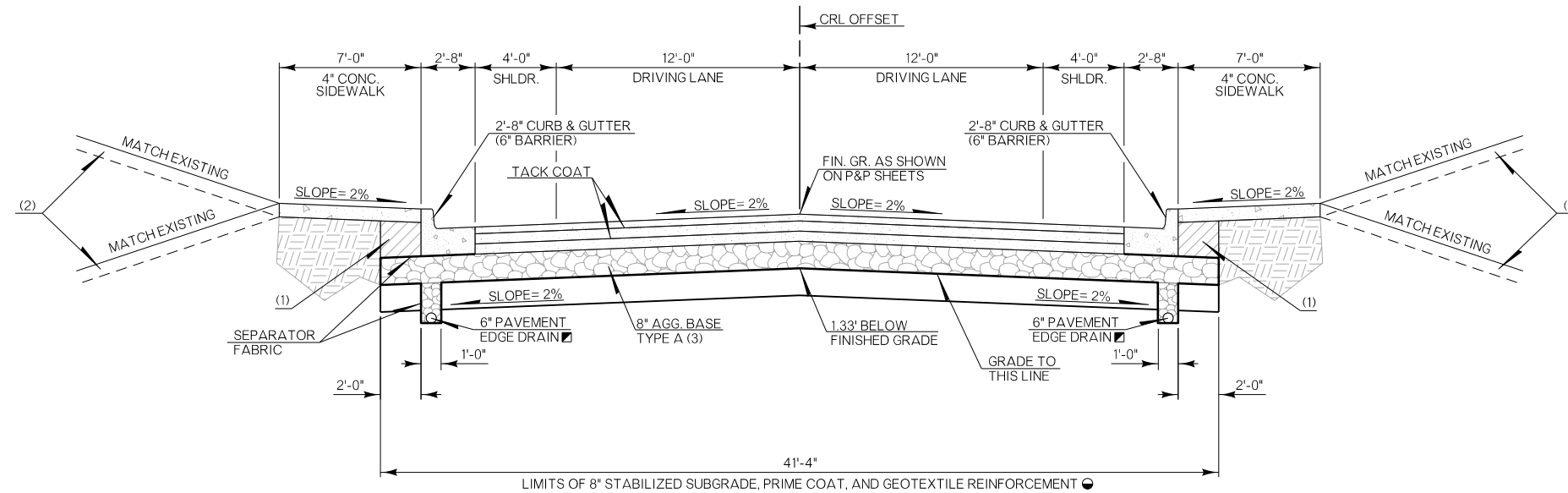
ROADWAY LENGTH _____ 5,619.00 FT. 1.064 MI.
PROJECT LENGTH _____ 1.064 MI.

EXCEPTIONS: BRIDGE - STA. 489+45.78 TO STA. 491+26.78 = 181.00'

		PREPARED BY: OKLAHOMA DEPARTMENT OF TRANSPORTATION DESIGN DIVISION RANDY D. WOODS, P.E. OKLA. LIC. NO. 27224	
DATE _____		DATE _____	
OKLAHOMA DEPARTMENT OF TRANSPORTATION DATE APPROVED _____ BY _____ CHIEF ENGINEER		DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION DATE APPROVED _____ BY _____ DIVISION ADMINISTRATOR	
SWO 516(1)	PROJECT NO. J2-4356(007)	COUNTY OKLAHOMA	HIGHWAY SH-66 SHEET NO. 001

2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, JANUARY 4, 2010.

P.E. NO. : 24356(01)

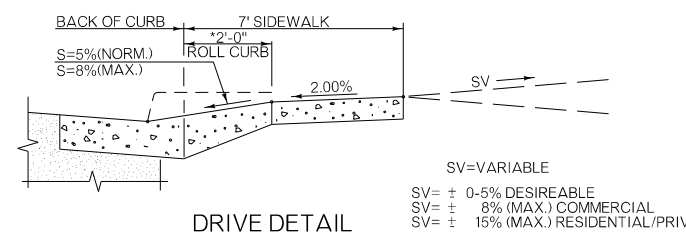


TYPICAL NO. 1

STA. 445+00.00 TO STA. 457+53.54
 STA. 445+00.00 TO STA. 449+99.00 *NO SIDEWALK RIGHT SIDE

PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	4'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 70-28 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

- SEE STANDARD PED-3
- TO BE MIRAFI RS380I OR EQUIVALENT



DRIVE DETAIL

FOR ADDITIONAL DETAILS
 SEE POLICY ON
 DRIVEWAY REGULATIONS
 FOR OKLA. HIGHWAYS

*SUPERCEDES STANDARD ASCD-4

ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED 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 ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



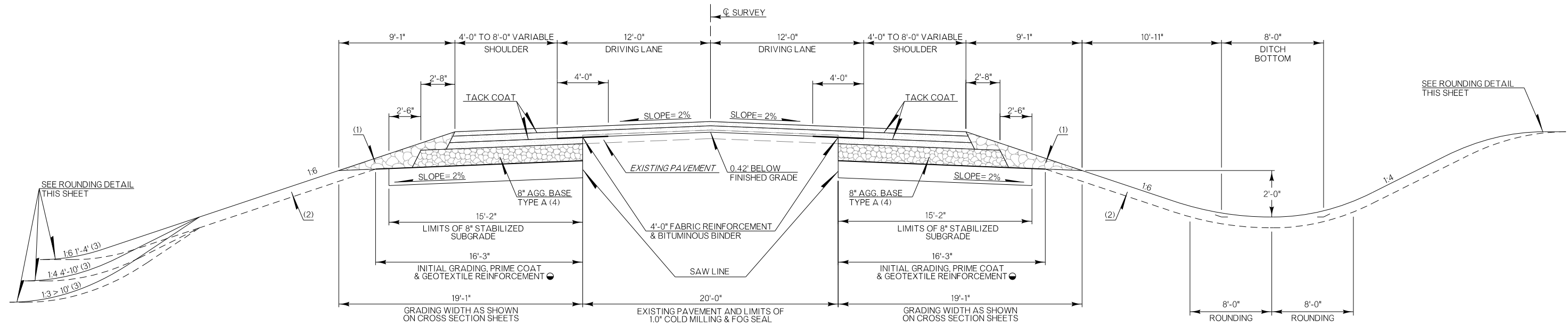
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 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

(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) PRIME COAT ON TOP OF AGGREGATE BASE.

DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION	
DRAWN	XB		TYPICAL SECTION	
CHECKED				
APPROVED				
SQUAD	GREEN			



TYPICAL NO. 2
 STA. 454+53.54 TO STA. 477+40.00

PAVEMENT REQUIREMENT		
8" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	● TO BE MIRAFI RS380i OR EQUIVALENT	

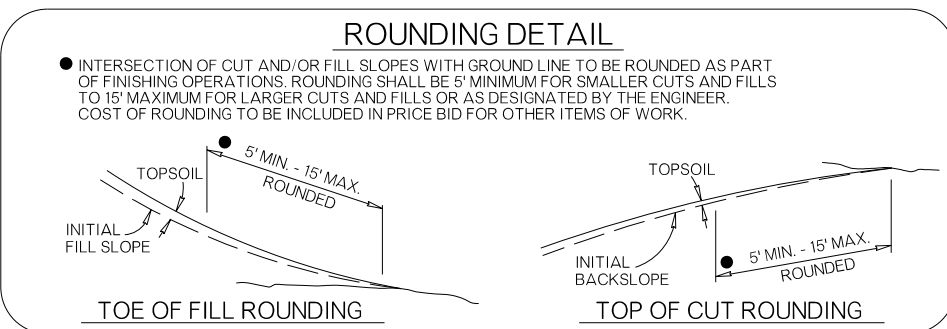
(1) BACKFILL NOTE:
 TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS.
 QUANTITY IS MEASURED IN TBSC TYPE E.

(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) PRIME COAT ON TOP OF AGGREGATE BASE.



DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		TYPICAL SECTION				
CHECKED							
APPROVED							
SQUAD	GREEN						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	003

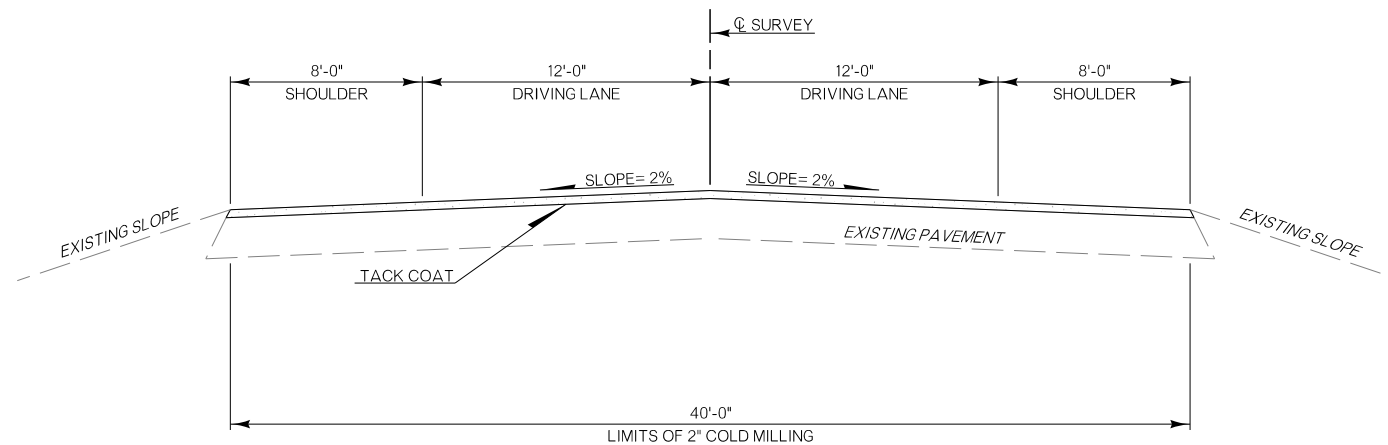
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THIS DOCUMENT IS PRELIMINARY
IN NATURE AND IS NOT A FINAL,
SIGNED AND SEALED DOCUMENT.

PRELIM FIELD REVIEW &
R/W UTILITY MEETING

06-04-18

06-04-18



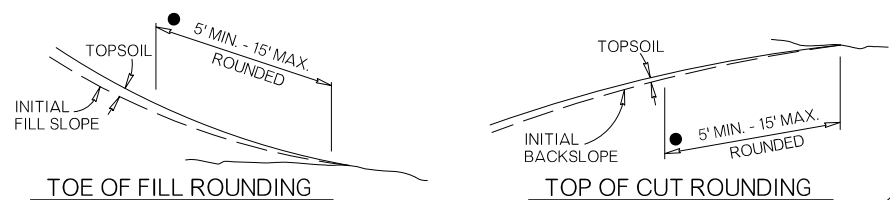
TYPICAL NO. 3
STA. 477+40.00 TO STA. 489+45.78
STA. 491+26.78 TO STA. 503+00.00

PAVEMENT REQUIREMENT		
2" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 70-28 OK)

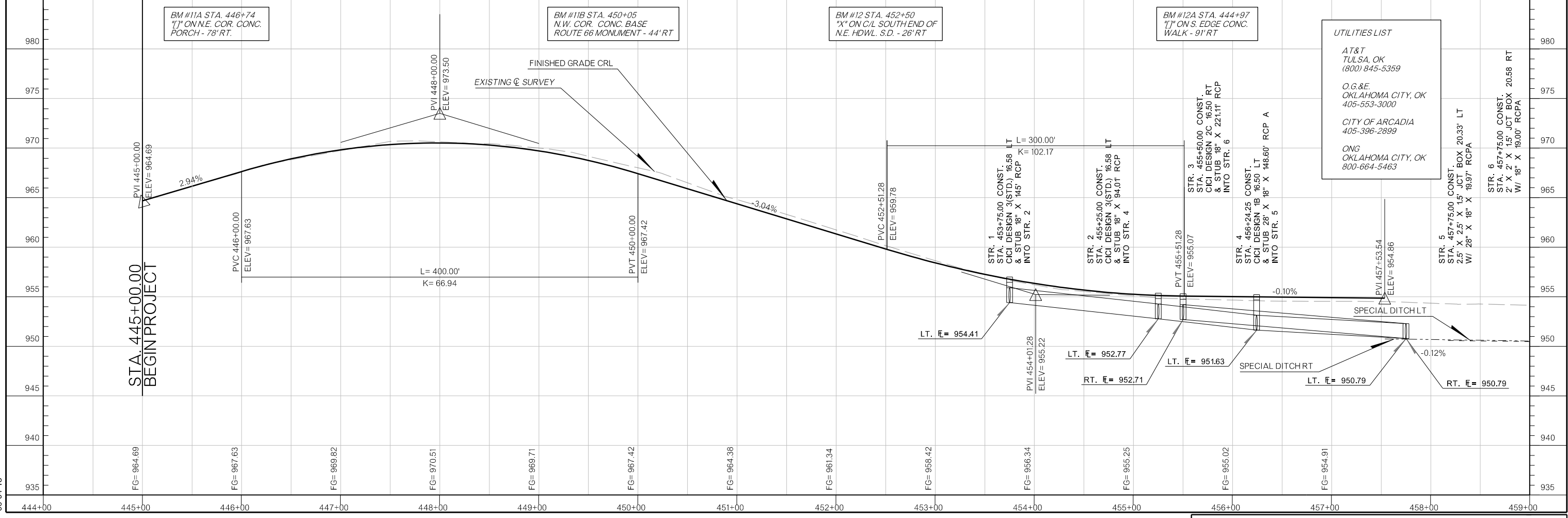
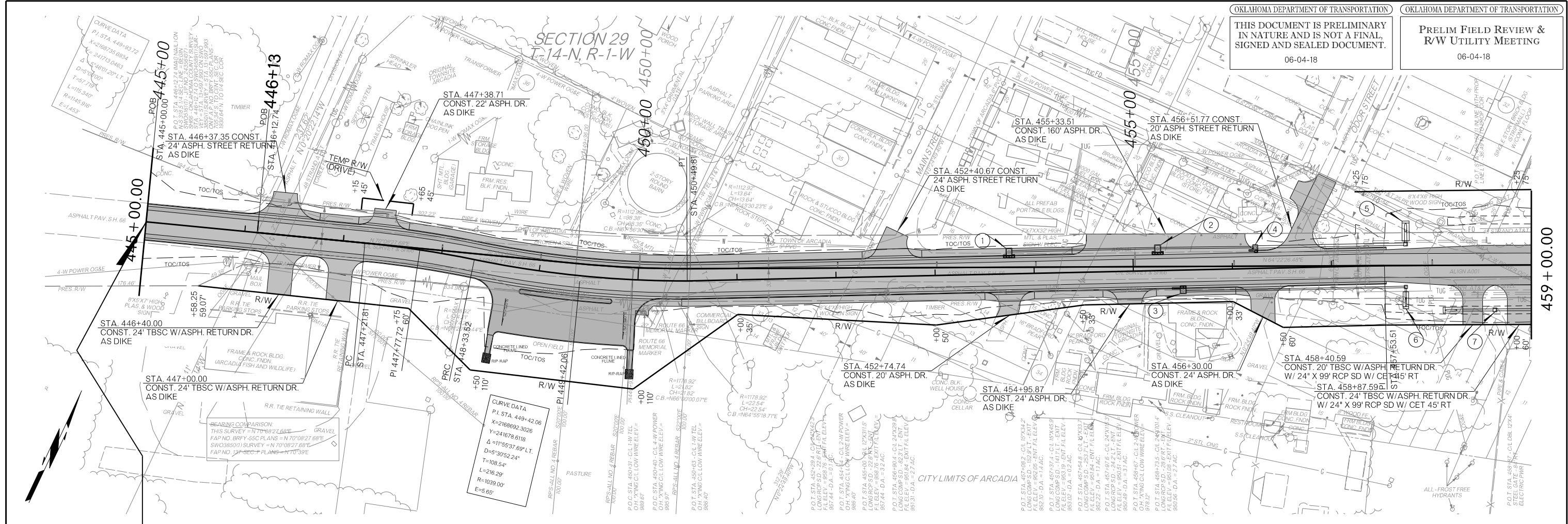
06-04-18 pw:\lapp-pws01-345.agency.OK\locat:ODOT\Projects\Documents\Projects\Division 4\JP24356-071\Roadway\Plan Sheets\02-2435607-Typical

ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED 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 ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.



DESIGN	XB		OKLAHOMA DEPARTMENT OF TRANSPORTATION ROADWAY DESIGN DIVISION				
DRAWN	XB		TYPICAL SECTION				
CHECKED							
APPROVED							
SQUAD	GREEN						
COUNTY	OKLAHOMA	HIGHWAY	SH-66	STATE JOB NO.	24356(07)	SHEET NO.	004



06-04-18



Oklahoma Historical Society

Founded May 27, 1893

State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

September 18, 2015

Mr. Scott Sundermeyer, Director
ODOT Cultural Resources Program
111 East Chesapeake, Rm. 102, OU
Norman, OK 73019

RE: File #2267-15; SH-66 Proposed Improvements in Arcadia, #JP-24356(07), Oklahoma County

Dear Mr. Sundermeyer:

We have received and reviewed the documentation on the referenced project. We concur with your opinion that the Brooks Building at 101 Main Street, Arcadia (Building #2) is eligible for the National Register of Historic Places (NRHP) under Criterion C, and that the Arcadia Round Barn, within the project area, is listed in the NRHP.

We also concur that the following resources are not eligible for the NRHP: #1A (House), #1B (Shop), #3 (Masonic Lodge), #4A (Store Building), #4B (Secondary Structure), #5A (Service Station), #5B (Secondary Structure), #5C (Motor Court Building), #5D (Garage/Shop), #5E (Motor Court Building), #5F (Log Building), and #5G (Folk House).

We appreciate the opportunity to comment on this project and look forward to working with you in the future.

Should further correspondence pertaining to this project be necessary, the above underlined file number must be referenced. If you have any questions, please contact Ms. Lynda Schwan Ozan, Architectural Historian, at 405/522-4478.

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MH:pm



Oklahoma Archeological Survey

THE UNIVERSITY OF OKLAHOMA

September 1, 2015

Scott Sundermeyer
Director
Cultural Resources Program
Oklahoma Department of Transportation
111 East Chesapeake
University of Oklahoma
Norman, OK 73019-5111

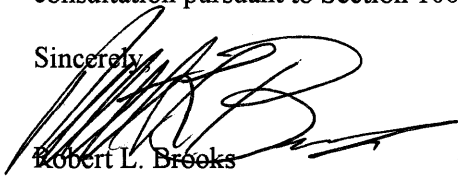
Re: Proposed improvements to SH-66 from 5.57 miles east of I-35 extending east .58 mile. Legal Description: Sections 21, 28, and 29 T14N R1W, Oklahoma County, Oklahoma. J/P # 24356 (07)

Dear Mr. Sundermeyer:

I have received a report documenting the results of a cultural resource inventory for the above referenced action. Personnel from the ODOT Cultural Resources Program conducted this work on February 19 and July 1, 2015. The field inspection of some 27 acres representing the area of potential effect resulted in the documentation of two buildings, 3 building complexes, and the National Register listed Arcadia Round Barn. **I defer opinion on the potential eligibility of the two buildings and three building complexes as well as project effect to the Historical Archaeologist with the State Historic Preservation Office. I also defer opinion concerning project effect on the Arcadia Round Barn 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,



Robert L. Brooks
State Archaeologist

Cc: SHPO





**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CULTURAL RESOURCES PROGRAM**

111 E. Chesapeake, Room 102, University of Oklahoma
Norman, OK 73019-5111
Phone: 405-325-7201/325-8665; FAX: 405-325-7604

September 1, 2015

Ms. Melvena Heisch
Deputy State Historic Preservation Officer
State Historic Preservation Office
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, Oklahoma 73105-7917

Dear Ms. Heisch:

Re: Oklahoma County FHWA project: J/P 24356(07); SH-66 improvements from 5.57 miles east of I-35, extending east approximately 0.58 miles through the town of Arcadia

Attached is a cultural resources survey report for the referenced project prepared by the ODOT Cultural Resources Program. Also attached are Historic Preservation Resource Identification forms for two individual buildings and three building complexes. The NRHP-listed Arcadia Round Barn also falls within the study area for this project.

Pursuant to 36 CFR 60.4, it is our assessment that Buildings 1a-1b, Building 3, Buildings 4a-4b, and Buildings 5a-5g lack sufficient historic integrity and are not eligible for inclusion in the NRHP.

Pursuant to 36 CFR 60.4, it is our assessment that Building 2, the Brooks Building, is NRHP-eligible under Criterion C in Architecture as a good example of an early 20th century commercial building that imitates wood false-front Western frontier commercial architecture. Please note that, prior to our investigations, Historic Architect Mike Kertok had prepared a historic structures report on this building for the Arcadia Historical Society.

ODOT is currently reviewing a variety of alternatives to meet the purpose and need of this project. Consequently, we are not able to issue an opinion on the effect of the undertaking on historic properties. It is our desire to incorporate your comments and the comments of the public into the design of the proposed undertaking in order to avoid or minimize effects. We will continue consultation with your office regarding the potential effects of this project on the NRHP-listed Arcadia Round Barn and, should you concur with our NRHP-eligibility assessment, on Building 2, the Brooks Building.

If you have any questions regarding this project, please contact me at 325-7201.

Sincerely,

Scott Sundermeyer
Director, ODOT Cultural Resources Program

cc: State Archeologist

"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

OKLAHOMA DEPARTMENT OF TRANSPORTATION CULTURAL RESOURCES SURVEY REPORT

Prepared by: ODOT Cultural Resources Program

County: Oklahoma
J/P Number: 24356(07)
Surveyed By: Mike McKay, Kristina Wyckoff, & Anna Eddings
Survey Date: Archaeology: July 1, 2015,
History: February 19 and July 1, 2015
Prepared By: Kristina Wyckoff, Mike McKay & Anna Eddings
Report Date: September 1, 2015

1. PROJECT DESCRIPTION:

This report documents a cultural resources survey for proposed shoulder improvements and resurfacing along SH-66 beginning approximately 5.57 miles east of I-35 extending east approximately 0.58 miles. The current facility consists of two 12-foot lanes with one-foot wide shoulders. On average, the roadway through Arcadia, OK, carries 6100 vehicles per day.

The project study area, as defined by the project plans, is an approximately one mile long (5320 feet) corridor of SH-66 beginning on the west side of Arcadia, OK near the Division St. intersection, extending east to a point approximately 2600 feet east of the N. Anderson Rd. intersection on the east side of Arcadia. The study area extends 100 feet on both sides of existing centerline throughout. In total, the project study area encompasses approximately 26.6 acres.

A bridge over Soldier Creek (Structure #5510 0650 X; NBI #26455) falls within the study area, but it will not be replaced. It is a pre-stressed concrete beam bridge constructed in 2001.

Legal Location: T14N R1W: Sections 21, 28, & 29
U.S.G.S. Quadrangle: Arcadia (1966 Photoinspected 1981) 7.5'

2. TOPOGRAPHY AND VEGETATION:

The study area, as mapped, is located in the Central Red Bed Plains geomorphic province, where Permian red shale and sandstone form gently rolling hills and broad, flat plains. The geology of the study area is mapped, primarily, across Quaternary alluvium, though small portions of the study area cross Wellington Formation red-brown shale and orange-brown fine-grained sandstone.

The vegetation of the study area, as mapped, is post oak-blackjack forest. This vegetation type is known locally as the Cross Timbers, and includes forest, woodland, and grassland vegetation. Post oak and blackjack oak are the most important Cross Timbers trees. Blackhaw, black oak, black hickory, buckbrush, gum bumelia, Mexican plum, redbud, roughleaf dogwood and smooth and winged sumac are common woody plants; other common plants include beebalm, big bluestem, hairy sunflower, Indiangrass, little bluestem, poverty grass, pussytoes, trailing lespedeza, and purpletop.

Currently, the eastern two-thirds of the study area is comprised of cultivated or previously-cultivated fields on the level floodplain associated with Soldier Creek and its minor tributary. The only upland component to the study area is the western third located within the City of Arcadia. This segment has been extensively disturbed by past and recent suburban and commercial development.

Vegetation Coverage:
_____ 0-25%
_____ 25-50%
_____ 50-75%

XXX 75-100%

General Soils Observations:

The soil associations of the mapped study area include Ashport, Harrah, Lomill, Stephenville, Miller, and Pulaski. These associations describe occasionally flooded loamy bottomland and sandy prairie sediments comprised of clay loam and silty clay loam on higher elevations and sandy loam adjacent Soldier Creek.

Very little soil development was observed during field investigations. Sediment noted within the almost three meter deep Soldier Creek profile was tightly consolidated silty clay loam with a light overburden of fine silty sand. Sediments in upland settings were mottled and reworked by modern suburban development.

3. PROJECT METHODOLOGY:

A. Background Research:

XXX State Site Files at Oklahoma Archeological Survey

XXX SHPO NRHP and DOE Files

XXX Native American Tribes and Nations Consulted by Procedures Established with FHWA and ODOT: Citizen Potawatomi Nation: Iowa Tribe of Oklahoma: Kickapoo Tribe of Oklahoma: Osage Nation: Wichita and Affiliated Tribes.

XXX Other sources: 1872 GLO Original Survey Map (T14N R1W)
1892 Edmond 15' USGS Quadrangle
1906 Oklahoma County Soil Survey Map
1935 Edmond 1:48,000 Quadrangle
1935 Edmond 15' USGS Quadrangle
1940 Edmond 15' USGS Quadrangle
1936 Oklahoma County General Highway and Transportation Map
1941 Oklahoma County aerials
1948 Oklahoma County General Highway and Transportation Map
1951 Oklahoma County aerial
1954 Oklahoma County General Highway and Transportation Map
1963 Oklahoma County General Highway and Transportation Map
1966 (Photoinspected 1981) Arcadia 7.5' USGS Quadrangle
1970 Oklahoma County General Highway and Transportation Map
1976 Oklahoma County General Highway and Transportation Map
1985 Oklahoma County General Highway and Transportation Map

1969 *Soil Survey Oklahoma County, Oklahoma*. United States Department of Agriculture, Soil Conservation Service, and Oklahoma Experiment Station. U.S. Government Printing Office, Washington, D.C.

Brooks, Robert L.

1985 Resource Protection Planning Process Management Region 5. Report submitted to the State Historic Preservation Office Oklahoma Historical Society. Unpublished manuscript on file at the Oklahoma Archeological Survey, Norman.

Brooks, Robert L.
2005 Oklahoma Atlas of Archaeological Sites and Management Activities. <http://www.ou.edu/cas/archsur/Atlas/atlas.htm> accessed online December 17, 2014.

Cassity, Michael
2002 Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926–1970. Report prepared by the Oklahoma State Historic Preservation Office.

Kertok, Mike
2013 Brooks Building, Route 66, Arcadia, Oklahoma. Historic Structures Report prepared for the Arcadia Historical Society.

Oklahoma Route 66 Association
2001-2002 Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures. Report prepared for the Oklahoma State Historic Preservation Office.

O'Green, Toby; Wilson Salls; Zhiyuan Tian
2015 University of California, Davis, California Soil Resource Lab SoilWeb Applications. <http://casoilresource.lawr.ucdavis.edu/>. Accessed online via Google Earth Applications 1995 - 2015.

RESULTS OF BACKGROUND RESEARCH:

A review of the Oklahoma Archeological Survey (OAS) maps indicates that no previously-recorded archaeological sites are located within the project study area or within a one-mile vicinity.

There is one NRHP-listed building in the study area. The NRHP-listed Arcadia Round Barn (NR #77001094) is located on the north side of SH-66, roughly mid-block between Division and Main streets.

Sites in the general region of the project, specifically those located on the Edmond, Jones, Luther, and Arcadia quadrangles, are generally recorded on upland rises, ridges, and ridge toes and on terraces overlooking major creeks and their tributaries. In 2004, according to the Oklahoma Atlas of Archaeological Sites and Management Activities, 192 archaeological sites had been recorded in Oklahoma County (Brooks 2005). At that time the recorded sites included two with Paleoindian Period components, 25 with Archaic Period components, 14 with Woodland Period components, 19 with Late Prehistoric Period components, and 48 sites from the 19th and 20th centuries. There are currently 244 archaeological sites recorded in Oklahoma County as a whole. Brooks includes Oklahoma County in “Region 5” of his Resource Protection Planning Process Management manuscript (Brooks 1985). Region 5 is the largest management region defined by Brooks, consisting of southern tall grass prairie and Crosstimbers cover. Much of the archaeological work in this region has focused on surveys and excavations of sites threatened by major reservoir construction (Brooks 1985:5). This region includes sites from the Paleoindian, Archaic, Woodland, Village Farming, Protohistoric, and 19th and 20th century Periods (Brooks 1985).

Nineteenth and 20th century archaeological sites are generally recorded where occupations are indicated on historic maps or aerial photographs. The project study area is located predominantly within the town of Arcadia, OK., which was established in the late 19th century. Historic maps and aerials indicate this area has been consistently subjected to light residential and commercial development throughout the 20th century. Non-extant buildings indicated in the project study area on historical maps and aerial photographs may represent 20th century archaeological sites.

The 2001-2002 Oklahoma Route 66 Roadbed Documentation Project identified all Route 66 alignments across the state and discussed all segments of roadbed and integral structures which were considered to be historically

significant. The project roadway currently under consideration was not recommended as an eligible segment as part of that survey. The project roadway was originally constructed in 1929. It was paved in asphalt over a concrete base (Oklahoma Route 66 Roadbed Documentation Project 2001-2002: Map #32).

The 2002 Oklahoma Route 66 Historic Resources Survey documented other properties (mostly buildings) associated with Route 66. Properties were chosen for inclusion in this survey based on a combination of factors, including direct association with Route 66, level of integrity, and endangered status. No buildings in the study area were documented in this survey (Cassity 2002: 5).

One building in the study area was the subject of a historic structures report, prepared by Historic Architect Mike Kertok for the Arcadia Historical Society in 2013. This is the Brooks Building, located at 101 Main St. (northwest corner of the intersection of Main St. and SH-66). In this report, Kertok describes the building as a “shotgun-style Western commercial building” and says that it “is significant as an example of early 20th century small town commercial architecture” (Kertok 2013: 9, 13).

B. Field Investigation Methodology:

_____ 100% Windshield Survey

_____ Windshield survey with sample pedestrian survey

XXX 100% pedestrian survey

XXX Subsurface Testing. Describe methodology of testing under comments, below:

FIELD INVESTIGATION METHODOLOGY COMMENTS:

Except in areas of modern development in the Arcadia, OK. city limits, most of the study area was subjected to pedestrian archaeological survey with shovel tests placed at regular intervals throughout. Little if any soil development was noted across the study area. Sediments encountered across the floodplain setting were deeply deposited and tightly consolidated silt and silty clay loams with a very light cap of fine aeolian sands nearer the stream channels. In addition to shovel tests placed at regular intervals, creek banks, eroded areas, and road cuts were thoroughly inspected for evidence of archaeological materials. Based on the background research, prehistoric archaeological sites present in the general area tend to be located on terraces and on upland rises, ridges, and ridge toes. Since the only upland setting in the study area was occupied by the City of Arcadia, the potential for defining intact archaeological deposits in that topographic setting was nominal due to extensive disturbances from modern development, however; locations where old maps and aerial imagery indicated buildings once stood were evaluated with intensive shovel testing to determine if archaeological deposits remained.

4. RESULTS OF INVESTIGATION:

_____ No archeological sites or buildings recorded in study area.

XXX Resources recorded in study area assessed as **not eligible** for the NRHP. Forms being submitted for agency review.

_____ 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.

XXX **NRHP-eligible properties** recorded in study area.

Forms being submitted for agency review.

_____ 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.

_____ Archeological sites requiring further assessment (i.e. evaluative testing)

COMMENTS AND DESCRIPTION OF FINDINGS:

The results of the cultural resources survey include two individual buildings and three building complexes documented on Historic Preservation Resource Identification Forms for SHPO review.

Buildings 1a and 1b are a former service station complex. Building 1a is a ca. 1925 house-with-canopy service station, and Building 1b is a ca. 1945 corrugated metal shop building. Building 1a, however, has large additions, and so it is not a good example of the house-with-canopy-form service station. Furthermore, it has ca. 1950s-1960s alterations such as asphalt siding, metal windows, and metal awnings. Therefore, it is our assessment that this complex lacks sufficient historic integrity and is not NRHP-eligible.

Building 2 is a ca. 1920 commercial building. It is the Brooks Building, noted above as the subject of a Historic Structures Report which Historic Architect Mike Kertok prepared in 2013. It housed a mercantile store and a grocery store under various owners for most of its history. Because of a high level of historic integrity and architectural distinction, additional research on this building was conducted at the Arcadia Round Barn Museum, in the "Arcadia" folders of the Historic Oklahoma Collection and the Vertical Files Collection at the Oklahoma Historical Society Research Division, and in the book *Remember Arcadia* compiled by the Arcadia Reminiscence Association [1978]. This research did not show that this building or its occupants played important roles in commerce, community planning and development, or social history. Therefore, it is our assessment that this building is not NRHP-eligible under Criteria A or B. However, as noted above, Kertok in his report describes the building as a "shotgun style Western Commercial building" and says that it "is significant as an example of early 20th century small town commercial architecture" (Kertok 2013: 9, 13). This building has some relatively minor alterations; however, it is our assessment that because it retains its most character-defining features such as its form, fenestration pattern, and stepped false-front parapet, it is NRHP-eligible under Criterion C in Architecture as a good example of an early 20th century commercial building that imitates wood false-front Western frontier commercial architecture. Please note that this building appears to encroach on ODOT right-of-way, which is fifty feet from centerline in this area. This building's southeast corner is ca. 30 feet from centerline.

Building 3 is a ca. 1950 concrete block Masonic Lodge building with façade alterations. It is our assessment that it lacks sufficient historic integrity and is not NRHP-eligible.

Building 4a is a ca. 1930 Tudor Revival-style building with non-original siding and windows; it has an outbuilding of approximately the same age documented as Building 4b, which is a small, gabled building with non-original siding. It is our assessment that these buildings lack sufficient historic integrity and are not NRHP-eligible.

The complex that includes Buildings 5a-5g was most recently a bed and breakfast complex that included a restaurant and separate buildings for lodgings. However, the restaurant was originally a service station, and some of the lodging buildings were originally part of the service station complex, while other buildings were moved here to make the bed and breakfast complex. Tax assessor records give the lodging buildings a date of 1985, so it is likely that this is the approximate date that existing buildings were remodeled and others were moved here. Building 5a is the ca. 1940 former service station with large additions and siding alterations. Building 5b is a ca. 1940 small stone secondary structure with a reconfigured roof. Buildings 5c and 5e are ca. 1930 gabled wood motor court buildings moved to this location ca. 1985. Building 5d is a ca. 1940 masonry

garage / shop building modified with wood siding and a second story addition. Building 5f is a cross-gabled log building and a smaller flat-roofed building joined together and remodeled ca. 1985. Building 5g is ca. 1940 massed-plan, side-gabled folk house. It is our assessment that these buildings lack sufficient historic integrity and are not NRHP-eligible.

As noted above, the study area includes the NRHP-listed Arcadia Round Barn, located on the north side of SH-66 mid-block between Division and Main streets. Please note that ODOT right-of-way in this area is fifty feet from centerline, and this building is approximately fifty feet from the centerline. ODOT is currently reviewing a variety of alternatives for this project; therefore, we do not have the information necessary to assess the effect of the project on this building yet.

Two very closely associated Oklahoma Historical Society (OHS) roadside markers, one granite and one metal, were identified within the study area. Both markers commemorate Washington Irving's Camp. The signs are located immediately adjacent existing SH-66 R/W, approximately 54 feet south of existing SH-66 centerline in the SW corner of the N. Anderson Rd. intersection.

The floodplain setting comprising the eastern two thirds of the study area was subjected to regular shovel testing that, along with inspection of the Soldier Creek terrace profile, aided in determining that very little soil development had occurred and that sediments existing in that topographic setting are tightly consolidated silt and silty clay loams of up to three meters in depth. The upland setting in the western third of the study area – a topographic feature upon which most of the sites in the general vicinity of the project have been recorded – is occupied by the City of Arcadia, OK. This upland setting has been extensively disturbed by modern suburban and commercial development. Nevertheless, locations where old maps and aerial imagery indicate former buildings one stood were closely evaluated. No surface or subsurface archaeological deposits or features were observed within the study area.

5. RECOMMENDATIONS:

_____ **Plan Notes** requiring avoidance of cultural resources in off-project areas

_____ **Approval to proceed** with the proposed project as planned with no additional research. If subsurface archaeological materials are exposed during construction, the Contractor and Resident Engineer shall notify the Department Archeologist in accordance with Section 202.04(a), Standard Specifications for Highway Construction.

XXX **Approval NOT Recommended**, until one or more of the following measures are completed.

XXX **Additional consultation with SHPO** regarding NRHP-eligible Properties

_____ **Revise design** to avoid/protect resources

_____ **NRHP Eligibility Archeological Test Excavations**

_____ **Implementation of MOA** with SHPO regarding Mitigation of Adverse Effects to Historic Properties

COMMENTS REGARDING RECOMMENDATIONS:

A pair of OHS roadside markers commemorating Washington Irving's Camp were observed within the study area. The markers may require relocation as part of this project. If so, the OHS will be contacted in advance of construction to assure proper relocation of the markers.

Pursuant to 36 CFR 60.4, it is our assessment that Buildings 1a-1b, Building 3, Buildings 4a-4b, and Buildings 5a-5g lack sufficient historic integrity and are not eligible for inclusion in the NRHP.

Pursuant to 36 CFR 60.4, it is our assessment that Building 2, the Brooks Building, is NRHP-eligible under Criterion C in Architecture as a good example of an early 20th century commercial building that imitates wood false-front Western frontier commercial architecture. Furthermore, the NRHP-listed Arcadia Round Barn is in the study area. The Brooks Building, which is approximately thirty feet from centerline, appears to encroach on the ODOT fifty-foot-from-centerline right-of-way, while the Arcadia Round Barn is approximately fifty feet from centerline. ODOT is currently reviewing a variety of alternatives to meet the purpose and need of this project. Therefore, additional consultation will be necessary to avoid, minimize, or mitigate effects to Building 2, the Brooks Building (if the SHPO concurs with our NRHP-eligibility assessment) and the Arcadia Round Barn once the alternatives analysis has been completed.

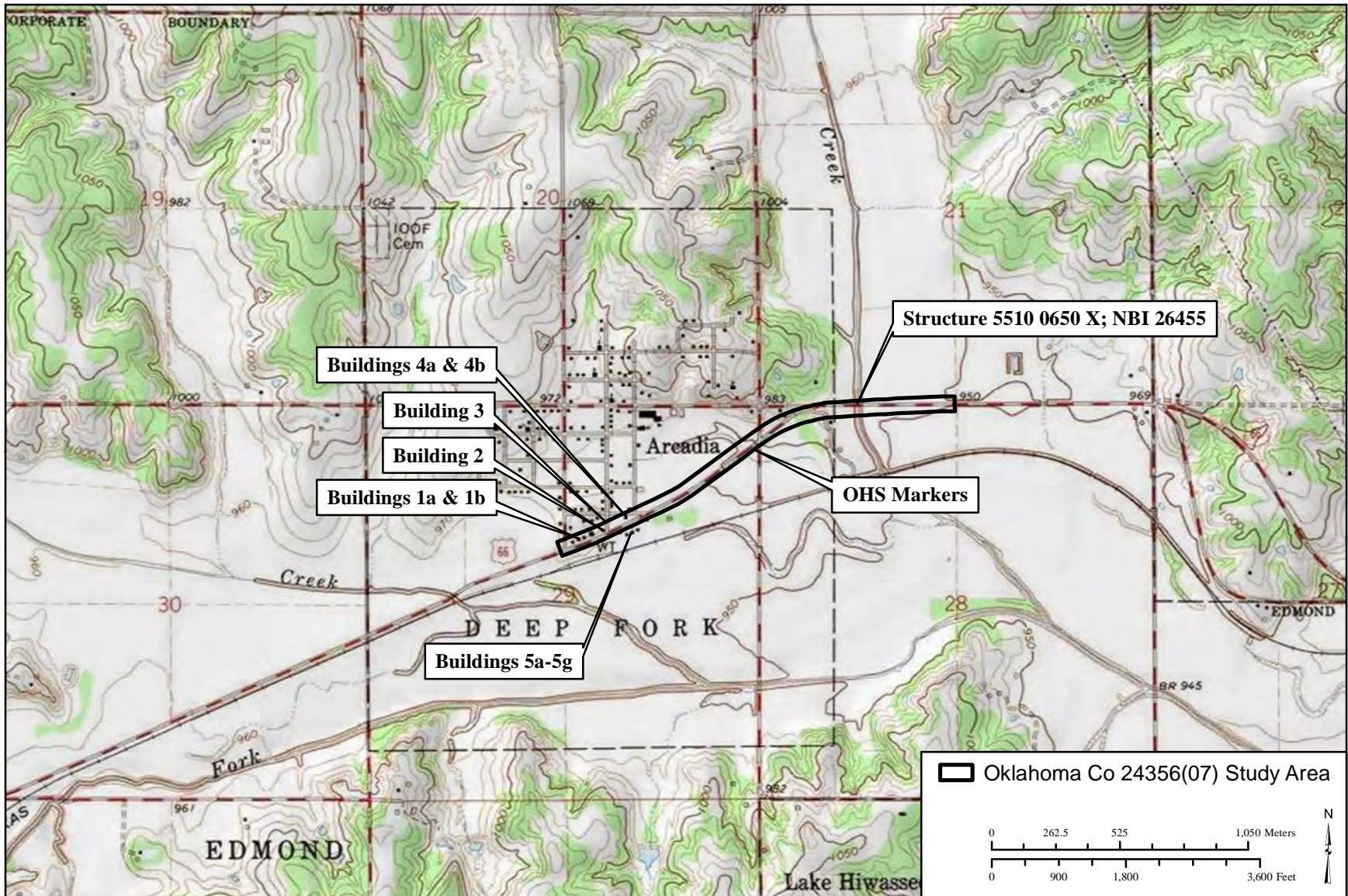


Figure 1. Oklahoma County JP 24356(07): Resurfacing of SH-66 from 5.57 miles east of I-35E, approximately 0.58 miles through Arcadia, OK.

Basemap: Arcadia (1966; PI 1981) 7.5' USGS Quadrangle; T14N, R1W, Sections 21, 28, & 29.



November 17, 2020

To: ODOT Cultural Resources Program

From: Rhonda S. Fair, Director – Tribal Coordination

Re: Summary of tribal consultation for Oklahoma County JP# 24356(07) - Improvements on State Highway 66 from 5.57 miles east of Interstate 35 extending approximately 0.58 miles through Arcadia

A file search conducted on 4/16/2005 and found no known potentially sensitive areas in the project area or its vicinity.

The following tribes were consulted on 4/16/2015 and 9/3/2015:

- Citizen Potawatomi Nation
- Iowa Tribe of Oklahoma
- Kickapoo Tribe of Oklahoma
- Osage Nation
- Wichita & Affiliated Tribes



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Director – Tribal Coordination

200 N.E. 21st Street, Room 1-C1a
Oklahoma City, OK 73105-3204
www.odot.org

April 16, 2015

Citizen Potawatomi Nation
Attn: Chairman John A. Barrett
1601 S Gordon Cooper Drive
Shawnee, OK 74801

Dear Chairman Barrett:

Re: Oklahoma County proposed improvements to State Highway 66 from 5.57 miles east of Interstate 35 extending east approximately 0.58 miles through Arcadia; JP# 24356(07)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

Enclosed, please find a map of the project location. If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, will conduct a cultural resources survey of the proposed project area. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with §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 to review upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Kelli Mosteller, THPO

"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

September 3, 2015

Citizen Potawatomi Nation
Attn: Chairman John A. Barrett
1601 S Gordon Cooper Drive
Shawnee, OK 74801

Dear Chairman Barrett:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Oklahoma County, Oklahoma; JP# 24356(07)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

County	Oklahoma	Job Piece #	24356(04)	Anticipated Let Date	2018
Project description	Improvements on State Highway 66 from 5.57 miles east of Interstate 35 extending approximately 0.58 mile through the Town of Arcadia				

In accordance with 36 CFR Part 800.4, the proposed project area 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.

During the investigations, two buildings and three building complexes were documented. The NRHP-listed Arcadia Round Barn also falls within the study area for this project. Pursuant to 36 CFR 60.4, our assessment is that Buildings 1a-1b, Building 3, Buildings 4a-4b, and Buildings 5a-5g lack sufficient historic integrity and are not eligible for inclusion in the National Register of Historic Places. Our assessment is that Building 2, the Brooks Building, is NRHP-eligible under Criterion C in Architecture. Currently ODOT is reviewing a variety of alternatives to meet the purpose and need of this project. Consequently, we are not able to issue an opinion on the effect of the undertaking on these historic properties. We will continue consultation with SHPO regarding the potential effects of this project on the NRHP-listed Arcadia Round Barn and the Brooks Building.

If this undertaking may affect properties of religious and cultural significance to your tribe, 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 405.521.3632 or by email at rfair@odot.org.

Sincerely,



Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Kelli Mosteller, THPO



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Director – Tribal Coordination

200 N.E. 21st Street, Room 1-C1a
Oklahoma City, OK 73105-3204
www.odot.org

April 16, 2015

Iowa Tribe of Oklahoma
Attn: Chairman Gary Pratt
335588 East 750 Road
Perkins, OK 74059

Dear Chairman Pratt:

Re: Oklahoma County proposed improvements to State Highway 66 from 5.57 miles east of Interstate 35 extending east approximately 0.58 miles through Arcadia; JP# 24356(07)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

Enclosed, please find a map of the project location. If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

The Oklahoma Department of Transportation's Cultural Resources Program, or an independent consulting firm working on our behalf, will conduct a cultural resources survey of the proposed project area. The goal of this survey is to make a reasonable and good faith effort to identify historic properties within the area of potential effect, in accordance with §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 to review upon its completion.

If you have any questions or would like to meet regarding this project, please contact me by telephone at 405.521.3632 or email at rfair@odot.org.

Sincerely,

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Historic Preservation Office

"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



September 3, 2015

Iowa Tribe of Oklahoma
Attn: Chairman Bobby Walkup
335588 East 750 Road
Perkins, OK 74059

Dear Chairman Walkup:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Oklahoma County, Oklahoma; JP# 24356(07)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

Table with 2 rows and 2 columns: County (Oklahoma), Job Piece # (24356(04)), Anticipated Let Date (2018), Project description (Improvements on State Highway 66 from 5.57 miles east of Interstate 35 extending approximately 0.58 mile through the Town of Arcadia)

In accordance with 36 CFR Part 800.4, the proposed project area 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.

During the investigations, two buildings and three building complexes were documented. The NRHP-listed Arcadia Round Barn also falls within the study area for this project. Pursuant to 36 CFR 60.4, our assessment is that Buildings 1a-1b, Building 3, Buildings 4a-4b, and Buildings 5a-5g lack sufficient historic integrity and are not eligible for inclusion in the National Register of Historic Places. Our assessment is that Building 2, the Brooks Building, is NRHP-eligible under Criterion C in Architecture. Currently ODOT is reviewing a variety of alternatives to meet the purpose and need of this project. Consequently, we are not able to issue an opinion on the effect of the undertaking on these historic properties. We will continue consultation with SHPO regarding the potential effects of this project on the NRHP-listed Arcadia Round Barn and the Brooks Building.

If this undertaking may affect properties of religious and cultural significance to your tribe, 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.

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Sincerely,

[Handwritten signature]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Historic Preservation Office



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Director – Tribal Coordination

200 N.E. 21st Street, Room 1-C1a

Oklahoma City, OK 73105-3204

www.odot.org

April 16, 2015

Kickapoo Tribe of Oklahoma
Attn: Chairman Gilbert Salazar
Post Office Box 70
McLoud, OK 74851

Dear Chairman Salazar:

Re: Oklahoma County proposed improvements to State Highway 66 from 5.57 miles east of Interstate 35 extending east approximately 0.58 miles through Arcadia; JP# 24356(07)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

Enclosed, please find a map of the project location. If this undertaking is likely to affect properties of religious and cultural significance to your tribe, please notify me as soon as possible. In order to provide the most thorough consideration of properties in the planning process, we would greatly appreciate your response to this request within 30 days. When responding, please include the county in which the project is taking place and the Job Piece number (JP#) on all correspondence. If the information that you are providing is of a sensitive nature, please rest assured that we will respect your wishes regarding the confidentiality of information provided in response to this request.

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Director
ODOT Tribal Coordination

cc: Kent Collier

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AN EQUAL OPPORTUNITY EMPLOYER



September 3, 2015

Kickapoo Tribe of Oklahoma
Attn: Chairman Gilbert Salazar
Post Office Box 70
McCloud, OK 74851

Dear Chairman Salazar:

Re: Section 106 consultation for proposed Federal-Aid undertaking in Oklahoma County, Oklahoma; JP# 24356(07)

Pursuant to 36 CFR Part 800.2(c)(2), the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the following project.

Table with 2 rows and 2 columns. Row 1: County (Oklahoma), Job Piece # (24356(04)), Anticipated Let Date (2018). Row 2: Project description (Improvements on State Highway 66 from 5.57 miles east of Interstate 35 extending approximately 0.58 mile through the Town of Arcadia).

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Sincerely,

[Handwritten signature]

Rhonda S. Fair, Ph.D.
Director
ODOT Tribal Coordination

cc: Kent Collier



OKLAHOMA DEPARTMENT OF TRANSPORTATION

Director – Tribal Coordination

200 N.E. 21st Street, Room 1-C1a

Oklahoma City, OK 73105-3204

www.odot.org

April 16, 2015

Osage Nation
Attn: Principal Chief Geoffrey Standing Bear
627 Grandview
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

Re: Oklahoma County proposed improvements to State Highway 66 from 5.57 miles east of Interstate 35 extending east approximately 0.58 miles through Arcadia; JP# 24356(07)

Pursuant to §800.2(c)(2) of the Rules and Regulations implementing Section 106 of the National Historic Preservation Act, the Oklahoma Department of Transportation is initiating consultation on behalf of the Federal Highway Administration regarding historic properties that may be affected by the above referenced Federal-Aid undertaking.

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ODOT Tribal Coordination

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AN EQUAL OPPORTUNITY EMPLOYER

September 3, 2015

Osage Nation
 Attn: Principal Chief Geoffrey Standing Bear
 627 Grandview
 Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

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County	Oklahoma	Job Piece #	24356(04)	Anticipated Let Date	2018
Project description	Improvements on State Highway 66 from 5.57 miles east of Interstate 35 extending approximately 0.58 mile through the Town of Arcadia				

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

Director – Tribal Coordination

200 N.E. 21st Street, Room 1-C1a

Oklahoma City, OK 73105-3204

www.odot.org

April 16, 2015

Wichita and Affiliated Tribes
Attn: President Terri Parton
Post Office Box 729
Anadarko, OK 73005

Dear President Parton:

Re: Oklahoma County proposed improvements to State Highway 66 from 5.57 miles east of Interstate 35 extending east approximately 0.58 miles through Arcadia; JP# 24356(07)

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Director
ODOT Tribal Coordination

cc: Historic Preservation Office

September 3, 2015

Wichita and Affiliated Tribes
 Attn: President Terri Parton
 Post Office Box 729
 Anadarko, OK 73005

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Sincerely,



Rhonda S. Fair, Ph.D.
 Director
 ODOT Tribal Coordination

cc: Historic Preservation Office

BIOLOGICAL STUDIES

BIOLOGICAL STUDIES TRACKING FORM

NEPA Project Manager	Frank Guerrero
State or Local Government Project	State
USFWS TAILS #	02EKOK00-2015-SLI-1157
Original IPaC List	6/16/2015
Email used to request IpaC official species list	jkteague@ou.edu
Last Updated Species List Date	8/2/2018
ROW	Click here to enter a date.
Let Date	Unknown
90 Day Prior to Let IpaC List	Click here to enter a date.
Duration expected	Click here to enter text.
Original Biological Assessment and Waters and Wetlands Report Prepared By:	OBS- James K. Teague
Most Recent Field Date:	7/23/2015
Original Report Date:	8/6/2015
USFWS Consultation Submittal:	No Effect All Species
USFWS Concurrence:	None required
Original Tracking Form Prepared by :	James K. Teague
Original Tracking Form date:	8/6/2015
Update Reason	Time lapse (no change in study area or scope)
Updated By Whom:	James K. Teague
Tracking Form Updated By Whom:	James K. Teague & Elizabeth Nichols
Tracking Form Updated Date:	8/23/2018
<i>ADD MORE LINES AS NEEDED FOR EACH TIME PROJECT IS UPDATED</i>	

Form Date: May 2018

Project Name from Oracle

SH-66: reconstruct from 5.57 miles east of I-35E approximately 0.58 miles through Arcadia

Project Description

Grade, Drain and Surface

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 or NEW alignment
- Project involves **NO OFF EXISTING PAVEMENT** work
- Project requires new ROW (permanent &/or temporary)
- Tree removal is expected 0 to 100' from edge of existing pavement
- 0 to 300' from edge of existing pavement
- 0 to >300' from edge of existing pavement

2. FEDERALLY LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Species	Listing Status	IPaC	Effect Determination for IPaC listed species
		Check if Yes	
Interior Least Tern	Endangered	<input checked="" type="checkbox"/>	No Effect
Red-cockaded Woodpecker	Endangered	<input type="checkbox"/>	Choose an item.
Whooping Crane	Endangered	<input checked="" type="checkbox"/>	No Effect
Gray Bat	Endangered	<input type="checkbox"/>	Choose an item.
Indiana Bat	Endangered	<input type="checkbox"/>	Choose an item.
Ozark Big-eared Bat	Endangered	<input type="checkbox"/>	Choose an item.
Neosho Mucket	Endangered	<input type="checkbox"/>	Choose an item.
Ouachita Rock Pocketbook	Endangered	<input type="checkbox"/>	Choose an item.
Scaleshell Mussel	Endangered	<input type="checkbox"/>	Choose an item.
Winged Mapleleaf	Endangered	<input type="checkbox"/>	Choose an item.
American Burying Beetle	Endangered	<input type="checkbox"/>	Choose an item.
Harperella	Endangered	<input type="checkbox"/>	Choose an item.
Piping Plover	Threatened	<input checked="" type="checkbox"/>	No Effect
Red Knot	Threatened	<input checked="" type="checkbox"/>	No Effect
Northern Long-eared Bat	Threatened	<input type="checkbox"/>	Choose an item
Arkansas River Shiner	Threatened	<input type="checkbox"/>	Choose an item.
Leopard Darter	Threatened	<input type="checkbox"/>	Choose an item.
Neosho Madtom	Threatened	<input type="checkbox"/>	Choose an item.
Ozark Cavefish	Threatened	<input type="checkbox"/>	Choose an item.
American Alligator	Threatened	<input type="checkbox"/>	Choose an item.
Rabbitsfoot Mussel	Threatened	<input type="checkbox"/>	Choose an item.
Rattlesnake-master Borer Moth	Candidate	<input type="checkbox"/>	Choose an item.
Whooping Crane Critical Habitat	Designated	<input type="checkbox"/>	Choose an item.
Arkansas River Shiner Critical Habitat	Designated	<input type="checkbox"/>	Choose an item.
Leopard Darter Critical Habitat	Designated	<input type="checkbox"/>	Choose an item.
Neosho Mucket Critical Habitat	Designated	<input type="checkbox"/>	Choose an item.
Rabbitsfoot Critical Habitat	Designated	<input type="checkbox"/>	Choose an item.

	NEPA Footprint	Construction Footprint
Number of acres within the NEPA Study Footprint & Construction Footprint (if known)	28.5	Click here to enter text.
Number of acres of perennial plant vegetation (ABB habitat) within the NEPA Footprint & Construction Footprint (if known)	N/A	Click here to enter text.
Number of acres of forested/wooded area (Ibat and NLEB habitat) within the NEPA Footprint & Construction Footprint (if known)	N/A	Click here to enter text.

Bald Eagle Assessment	May impact
Migratory Bird Assessment of Transportation Structures	Migratory birds found nesting on transportation structures
Migratory bird habitat assessment	nesting habitat for migratory birds will be impacted

Species Plan Notes

Bald Eagle Note: Suitable nesting, roosting or foraging habitat for the Bald Eagle occurs within the project’s action area. The Bald Eagle nesting season in Oklahoma extends from September 16, through May 31. The Resident Engineer shall contact the ODOT Biologist at 405-521-2515 to schedule a nest survey. Nest search surveys can only be conducted when leaves are not on the trees typically between December 1st and February 28th. No work may occur within suitable Bald Eagle habitat located between STA. 00+00 and STA. 501+00.00 during the nesting season (September 16, through May 31) until the completion of the survey by the ODOT Biologist. If nests are observed, a no-work buffer up to a distance of 1000 feet shall be placed around the nest. The exact distance of the buffer zone shall be established by the ODOT Biologist in consultation with US Fish and Wildlife Services. If the buffer cannot be maintained, all clearing, external construction and landscaping activities, within the buffer, shall be conducted between June 1 and September 15 (outside the nesting season).

Migratory Bird Note: Migratory birds are protected by the federal Migratory Bird Treaty Act. Many birds commonly use bridges and culverts for nesting. The nesting season for most bird species extends from March 1 to August 31. The project was surveyed for migratory bird nests in *August 2018*. Although no nests were observed on any of the structures involved in this project (migratory bird nesting use of the Soldier Creek bridge (NBI:26455) was observed, however, this bridge is an exception and will not be worked on), the survey is valid only until the start of the 2019 nesting season (beginning March 1). The Resident Engineer shall contact the ODOT Biologist at 405-521-2515 if any bird use of the existing 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. The bridge and culverts may 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.

Waters and Wetlands Delineation Status

Original delineation

Wetlands and Ponds

Total Number of Sites	Water Body Type	Potential Jurisdiction Status	Acres within the NEPA Footprint
4	Herbaceous Wetland	Likely Jurisdictional	0.312
1	Forested Wetland	Likely Jurisdictional	0.107
Total Wetlands			0.419
1	Pond	Unlikely Jurisdictional	0.070
Click here to enter text.	Choose an item.	Choose an item.	Click here to enter text.

Streams and Drainages

Total Number of sites	Water body name	USGS Designation	Potential Jurisdictional Status	Acres within the NEPA Footprint	Liner Feet within the NEPA Footprint
1	Soldier Creek	mapped perennial	Likely Jurisdictional	0.246	214
1	Unnamed tributary of Soldier Creek	mapped intermittent	Likely Jurisdictional	0.124	213
1	Unnamed tributary of intermittent stream	unmapped ephemeral drainages	Likely Jurisdictional	0.15	135
Total Likely Jurisdictional				0.520	562
2	Unnamed tributaries of ditches	unmapped ephemeral drainages	Unlikely Jurisdictional	0.042	198
Click here to enter text.	Click here to enter text.	Choose an item.	Choose an item.	Click here to enter text.	Click here to enter text.

USFWS TAILS Number:	02EKOK00-2015-SLI-1157 (jkteague@ou.edu)
ODOT Project JP Number:	24356(07)

Form Date: December 5, 2017

Species Conclusion Table (Check which apply)

SPECIES / DESIGNATED CRITICAL HABIT	CONCLUSION	ESA SECTION 7	NOTES AND DOCUMENTATION Check <input checked="" type="checkbox"/> all that apply			
	Indicate whether habitat occurs within the action area and describe the specific impacts from the action to the habitat.	Indicate the appropriate effect determination (no effect, may affect unlikely to adversely affect, or may affect, likely to adversely affect.	Field Studies	database review ¹	USFWS Review ²	Other ³
Interior Least Tern	No habitat. Urban to rural residential transitioning to farmland.	No Effect	x	x	x	
Whooping Crane	No habitat. Urban to rural residential transitioning to farmland.	No Effect	x	x	x	X
Piping Plover	No habitat. Urban to rural residential transitioning to farmland.	No Effect	x	x		
Red Knot	No habitat. Urban to rural residential transitioning to farmland.	No Effect	x	x		

¹ONHI rare species / ABB ²USFWS occupied water bodies and associate watershed maps ³Whooping Crane Migration Corridor Map

CONCLUSIONS

No Effect	Interior Least Tern, Whooping Crane, Piping Plover, and Red Knot
May affect, unlikely to adversely affect	
May affect, likely to adversely affect	
Not likely to jeopardize the continued existence of the species – Candidate species only	

RECOMMENDED AVOIDANCE AND MINIMIZATION MEASURES

None required

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 1000 ft Buffer of NEPA Footprint	DO NOT LEAVE BLANK
Presence of Cottonwood, Sycamore, Pecan or Pine	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Abundant mature Eastern cottonwood and pecan in the upland areas and along the stream valleys
Open foraging areas with large trees	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Farmland and some open stream/river valleys near woodland
Distance to closest perennial water body	River or Lake	<5 mi	Deep Fork River and several ponds located within 5 miles of the project area.
	Stream or Pond	<5 mi	
Potential Bald Eagle Nests Observed	<input type="checkbox"/>	<input type="checkbox"/>	No
Bald Eagles Observed in the general vicinity	<input type="checkbox"/>	<input type="checkbox"/>	No
General Description of Bald Eagle Nesting Habitat and Impact Determination, within the NEPA Footprint and within 1,000-ft of the NEPA Footprint	Forested woodland and riparian areas next to open farmland with some open water. The project could deter use of available habitat through noise pollution.		
Station #s for Buffered Bald Eagle Habitat	STA#: 00+00 to 501+00.00		

Date of assessment:	July 23, 2015
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 1,000 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.	

MIGRATORY BIRD ASSESSMENT

Cliff Swallows (*Petrochelidon pyrrhonota*) and Barn Swallows (*Hirundo rustica*) are small colonial and semi-colonial nesting birds protected by the federal Migratory Bird Treaty Act. Barn Swallows use man-made structures for nesting and live in close association with humans. Both species commonly use bridges and culverts in Oklahoma for nesting. Other migratory birds can also nest on transportation structures.

Identify <u>ALL</u> structures including pipe culverts and whether positive or negative for migratory birds (identify named streams where possible rather than just FS#). Provide shapefiles and map of structures identifying pos/neg swallow structures.	Approx. Number of Cliff Swallow Nests	Approx. Number of Barn Swallow Nests	Approx. Number of Eastern Phoebe Nests
Soldier Creek bridge (NBI#: 26455) (STA#: 490+00.00) (is an exception for this project)	Dozens		
Double RCB at (-97.3190W, 35.6654N) (STA#: 472+75.00)			
RCB at (-97.3095W, 35.6670N) (STA#: 503+50.00)			
Other MB Nests Observed on Transportation Structures	None		
Date of assessment:	July 23, 2015		
Based on existing plans, no work on suitable structures will occur	<input type="checkbox"/>		
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 March 31, when nests are not occupied. If seasonal avoidance cannot be accomplished, structures shall be protected from new nest establishment prior to April 1, by means that do not result in death or injury to these birds.			

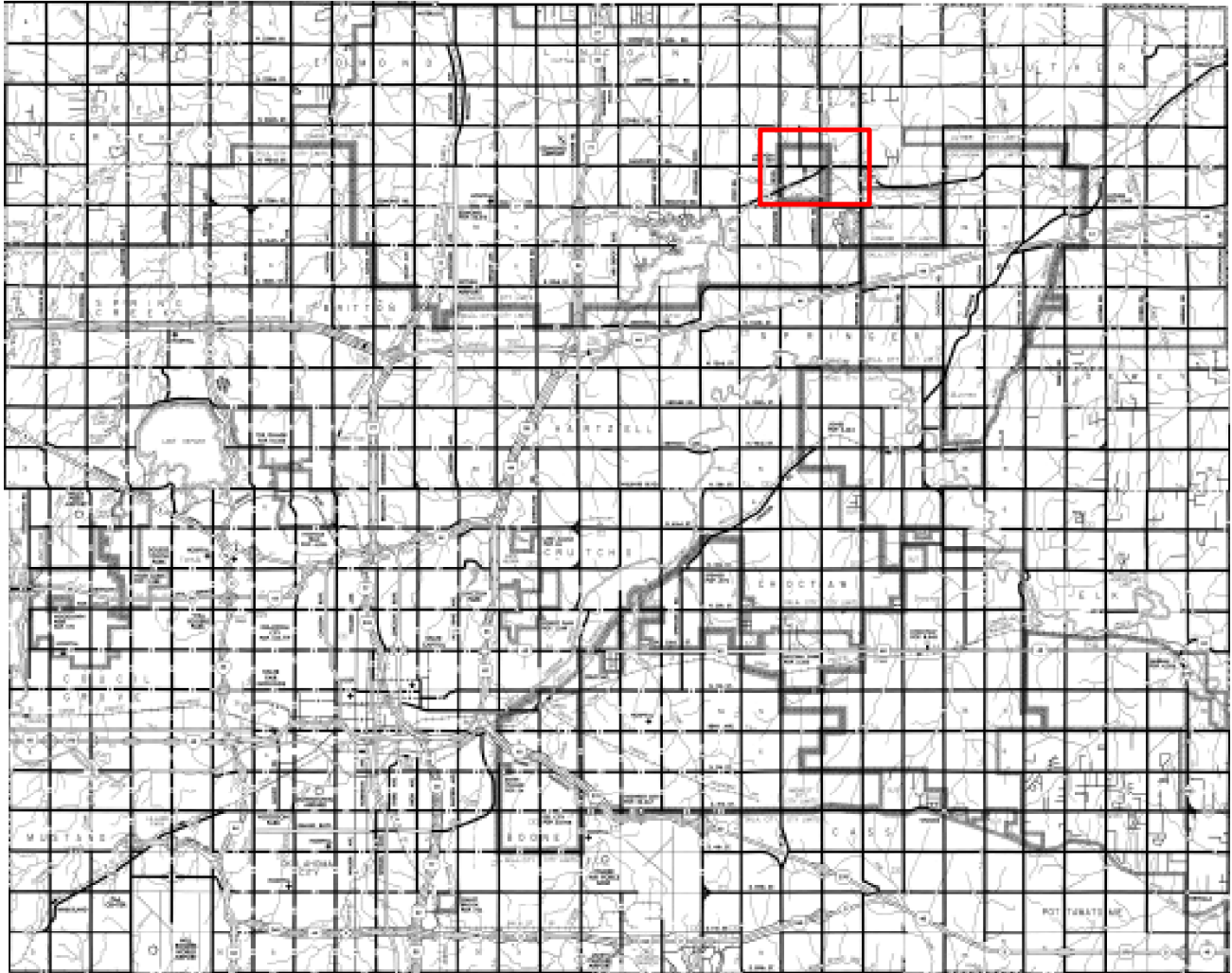


Figure 1. County Wide Section Line Map

 Project Location



Oklahoma County
J/P 24356(07)

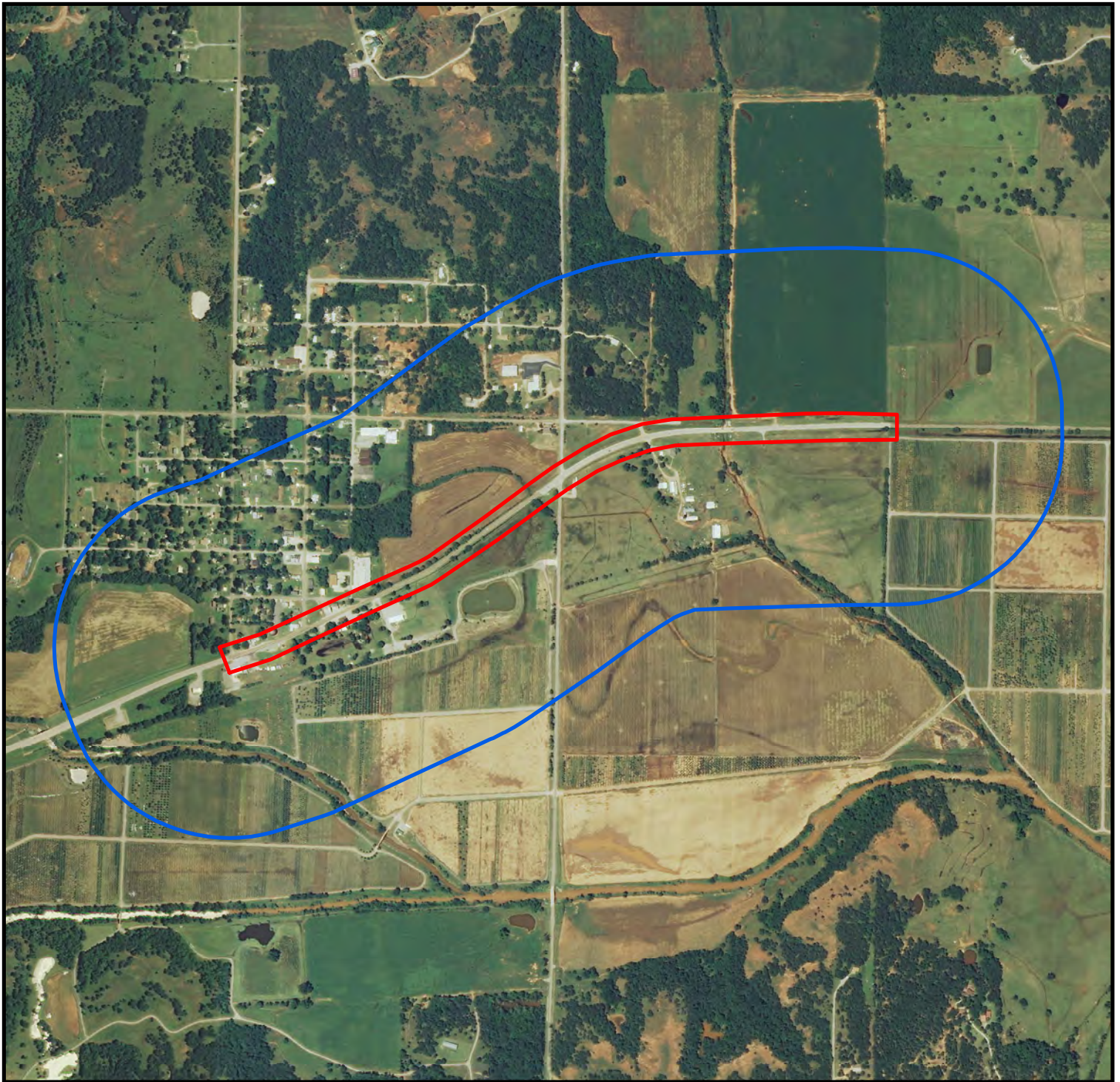




Figure 2. Action Area map

-  Study Area
-  Action Area



Oklahoma County

J/P 24356(07)

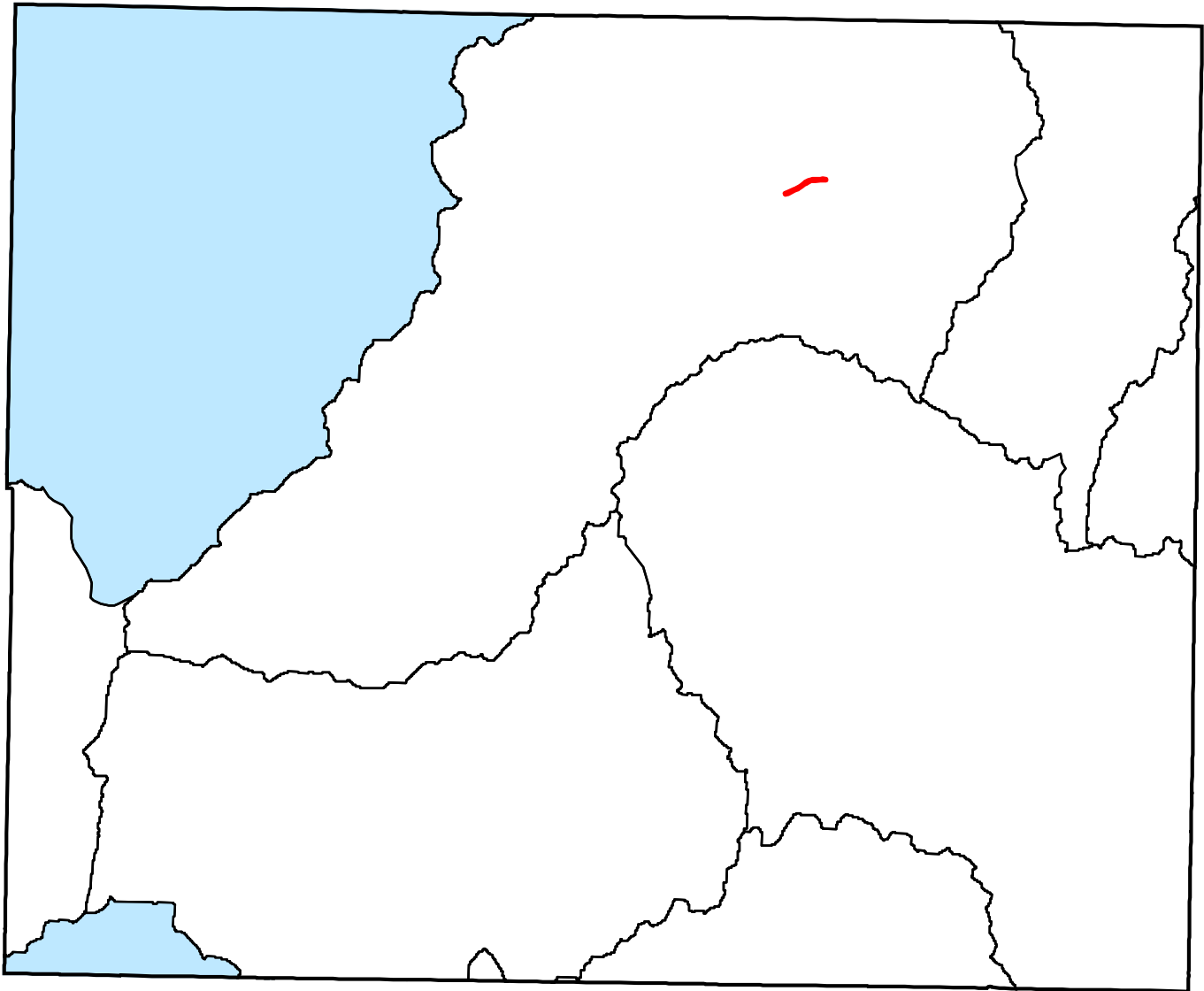





Figure 3. Critical Habitat, Occupied Waterbodies and Watersheds

-  Interior Least Tern and Arkansas River shiner Aquatic Dependent Species and Aquatic Species (HUC 11) Watersheds
-  Project Location
-  Oklahoma streams

Oklahoma County

J/P 24356(07)



Source: USFWS, Oklahoma Ecological Services Field Office, December 2007 (11 digit HUC watersheds)



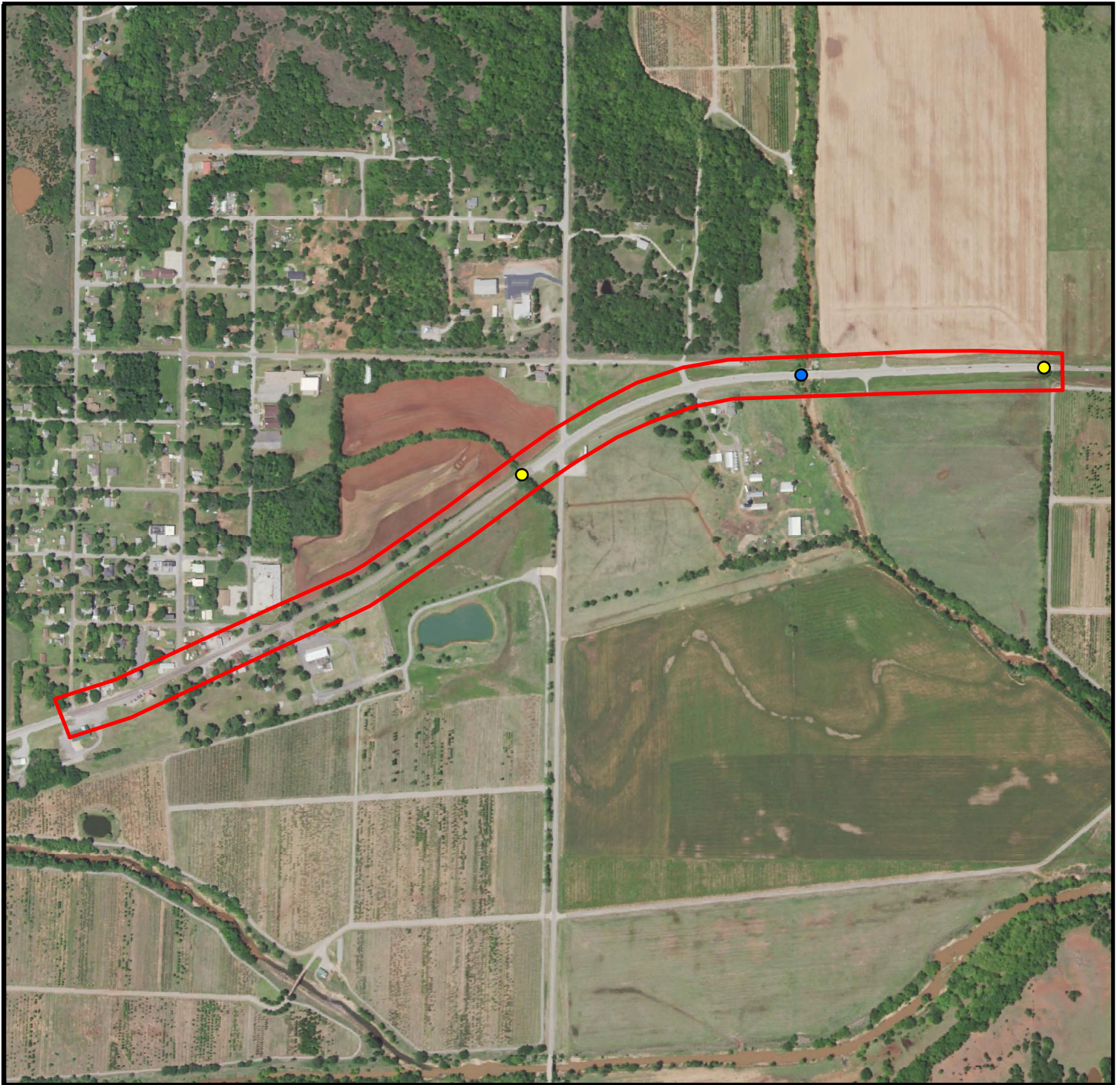


Figure 4. Swallow Survey Map

- Study Area
- Suitable Sites, No Swallow activity
- Cliff Swallow activity



Oklahoma County

J/P 24356(07)

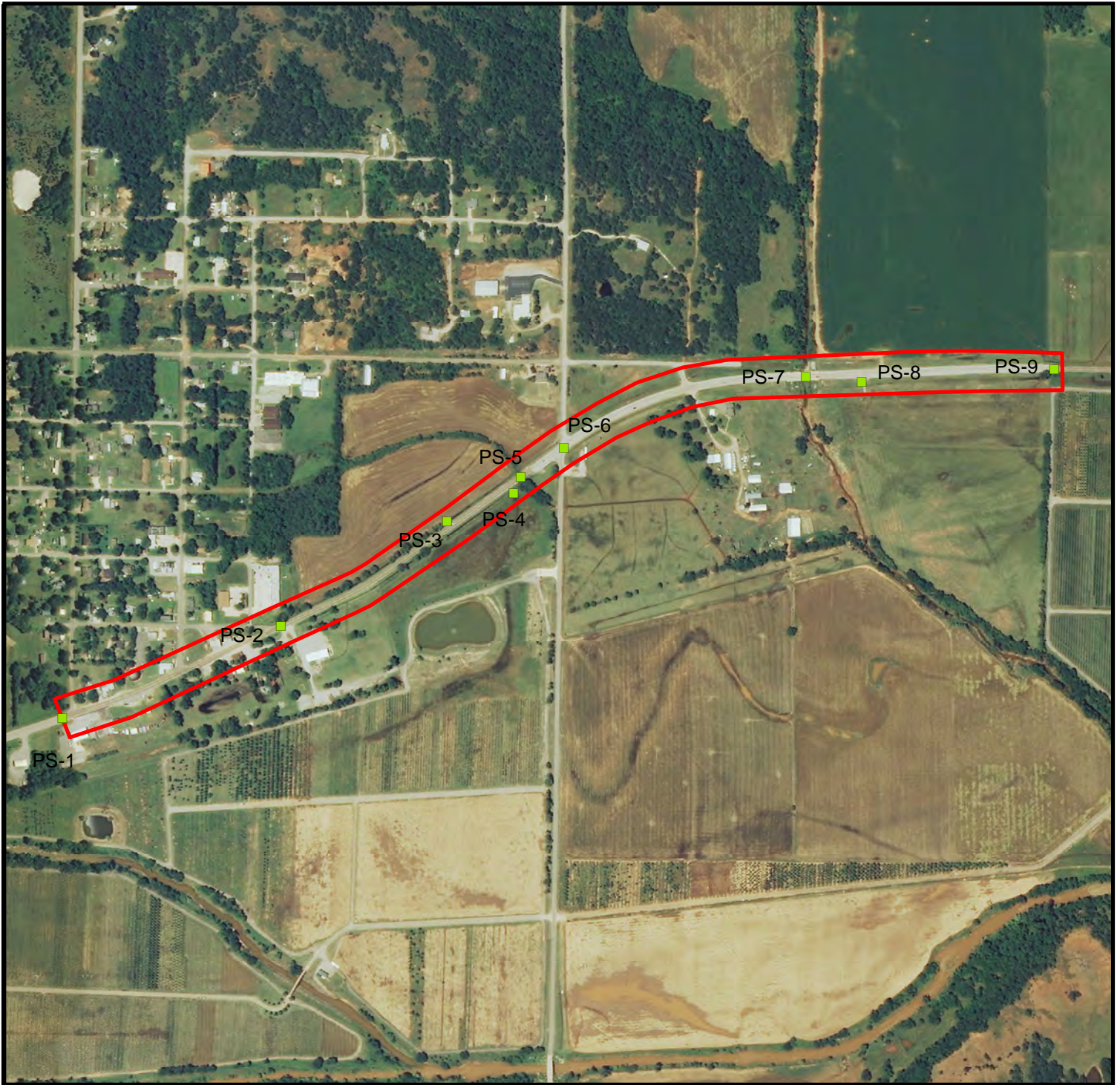


Figure 5. Photo Site Map

- Study Area
- Photo Sites



Oklahoma County
J/P 24356(07)



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, OK 74129-1428
Phone: (918) 581-7458 Fax: (918) 581-7467
<http://www.fws.gov/southwest/es/Oklahoma/>

In Reply Refer To:

August 02, 2018

Consultation Code: 02EKOK00-2015-SLI-1157

Event Code: 02EKOK00-2018-E-05238

Project Name: Oklahoma CO JP 24356(07) SH-66

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Non-federal entities conducting activities that may result in take of listed species should consider seeking coverage under section 10 of the ESA, either through development of a Habitat Conservation Plan (HCP) or, by becoming a signatory to the General Conservation Plan (GCP) currently under development for the American burying beetle. Each of these mechanisms provides the means for obtaining a permit and coverage for incidental take of listed species during otherwise lawful activities.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit through our Project Review step-wise process <http://www.fws.gov/southwest/es/oklahoma/OKESFO%20Permit%20Home.htm>.

Attachment(s):

- Official Species List
 - USFWS National Wildlife Refuges and Fish Hatcheries
 - Migratory Birds
 - Wetlands
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Oklahoma Ecological Services Field Office

9014 East 21st Street

Tulsa, OK 74129-1428

(918) 581-7458

Project Summary

Consultation Code: 02EKOK00-2015-SLI-1157

Event Code: 02EKOK00-2018-E-05238

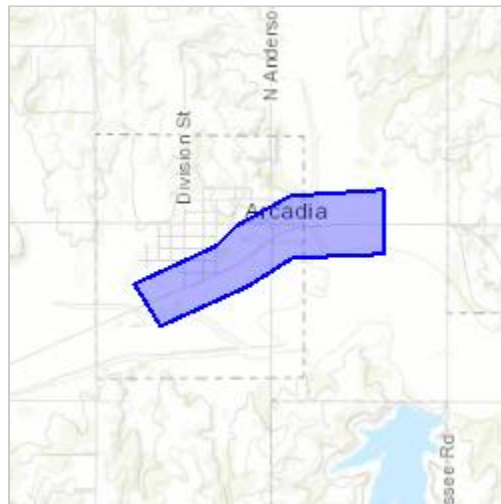
Project Name: Oklahoma CO JP 24356(07) SH-66

Project Type: TRANSPORTATION

Project Description: Grade, Drain, Bridge, and Surface on SH-66 in Arcadia, Oklahoma

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/35.66430451257679N97.3207207784342W>



Counties: Oklahoma, OK

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Least Tern <i>Sterna antillarum</i> Population: interior pop. No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Wind Turbines and Wind Farms ▪ Towers (i.e. radio, television, cellular, microwave, meteorological) Species profile: https://ecos.fws.gov/ecp/species/8505	Endangered
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot <i>Calidris canutus rufa</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane <i>Grus americana</i> Population: Wherever found, except where listed as an experimental population There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Harris's Sparrow <i>Zonotrichia querula</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere

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 and understand the

FAQ “Proper Interpretation and Use of Your Migratory Bird Report” before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

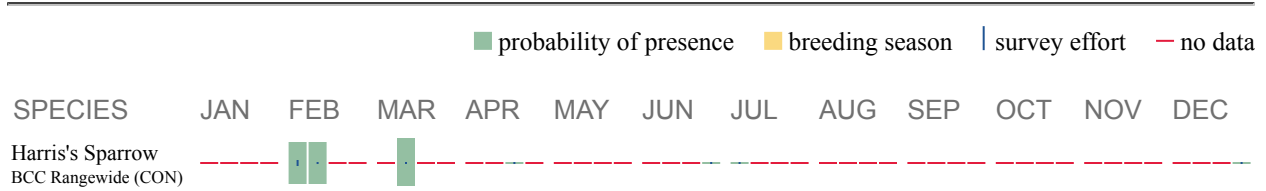
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER POND

- [PUSC_x](#)
- [PUBF_x](#)
- [PUBF_h](#)

RIVERINE

- [R4SBC_x](#)
 - [R2UBH_x](#)
 - [R4SBC](#)
-

**ENDANGERED, THREATENED AND CANADATE SPECIES, DESIGNATED
CRITICAL HABITAT, BALD EAGLE AND SWALLOW ASSESSMENT**

For

USFWS TAILS #		02EKOK00-2015-SLI-1157			
County	Oklahoma	JP Number	24356(07)	Project Number	Not Provided
Road Number	SH-66	Water Body Name		Soldier Creek and one unnamed tributary	
ROW Date	Not Applicable	Let Date	2018	Project Length	1.1 miles
Project General Location		From approximately 5.57 miles east of I-35 extending east 0.58 miles through Acadia			
Project Statement		Resurface SH-66: shoulder additions and pavement rehabilitation			

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:

Biologist Name	James K. Teague
Company/Agency Name	ODOT Biological Studies Program at OU
Address	111 E. Chesapeake St.
City, State Zip	Norman, OK 73019

Report Date:	August 6, 2015
Field Survey Date	July 23, 2015
Field Survey Biologist(s)	James K. Teague

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

Wident and Resurface Existing Lanes

Description of the **existing** bridge/roadway facility and reason for proposed project

The existing stretch of SH-66 consists of two 12 ft lanes with little to absent shoulders. The project area occurs in a gently rolling, semi-rural section of Oklahoma County. Approximately 5,600 vehicles use the roadway each day. The pavement is considered in fair condition. The existing bridge over Soldier Creek (NBI#: 26455) is a 40ft x 138ft concrete bridge span that was constructed in 2001. It is not considered structurally deficient. A concrete structure over an unnamed tributary of Soldier Creek occurs west of Anderson Road.

Description of **proposed** improvements

The ODOT proposes to widen and resurface this stretch of SH-66 while adding 4 to 8ft wide shoulders through the project area. A concrete structure just west of Anderson Road will be extended to meet the new road width. No work is schedule for the Soldier Creek bridge. Some in-stream and wetland activities may occur to accomplish the drainage widening and to accommodate the new road toe of slope if necessary. Temporary right-of-way may be needed to accomplish the proposed activities. Driveways and field entrances will need to be repaved. The roadway will remain open during construction operations keeping at least one lane open to traffic at all times. This project may be tied to ODOT JP 24356(04) to minimize traffic congestion through the area. The project is needed to increase the safety and longevity of the existing roadway.

Check if any of the following is expected s part of the proposed action

- | | |
|--|-------------------------------------|
| In-water work is expected | <input checked="" type="checkbox"/> |
| Project is on an off-set alignment | <input type="checkbox"/> |
| Project involves NO OFF EXISTING PAVEMENT work | |
| Project requires new ROW | <input checked="" type="checkbox"/> |
| Tree removal is expected beyond 100 feet from edge of pavement | <input type="checkbox"/> |

1.3. Project Area and Setting

Project Location		Environmental Study Footprint		Ecoregion & Game Type	
<u>Section Range & Township</u>	<u>Lat/Long NAD 83</u>	<u>Dimensions</u>	<u>Acreage</u>	<u>Level IV Ecoregion (Woods et al. 2005)</u>	<u>Game Type (Duck and Fletcher 1943)</u>
Secs. 21, 28, and 29 (T14N, R1W)	W. ext. (97.3274W, 35.6618N); E. ext. (97.3091W, 35.6670N)	1.1 miles long; 200ft wide	28.55	Northern Cross Timbers	Post oak-Black jack oak

Action Area:

An approximate action area boundary was developed within IpAC to acquire the species list for the proposed project. For this project, the sensitivity of the Whooping Crane, Piping Plover, and Red Knot were used to produce the official action area boundary (See Figure 2).

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
American Burying Beetle	<input type="checkbox"/>			<input type="checkbox"/>
Gray Bat	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
Ozark Big-eared Bat	<input type="checkbox"/>			<input type="checkbox"/>
Indiana Bat	<input type="checkbox"/>			<input type="checkbox"/>
Northern Long-eared Bat	<input type="checkbox"/>			<input type="checkbox"/>
Black-capped Vireo	<input type="checkbox"/>			<input type="checkbox"/>
Whooping Crane	x	<input type="checkbox"/>		<input type="checkbox"/>
Interior Least Tern	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Red-cockaded Woodpecker	<input type="checkbox"/>			<input type="checkbox"/>
Quachita Rock Pocketbook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scaleshell Mussel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Winged Mapleleaf	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Neosho Mucket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Harperella	<input type="checkbox"/>			<input type="checkbox"/>
Rabbitsfoot Mussel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Neosho Madtom	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ozark Cavefish	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
Piping Plover	x			<input type="checkbox"/>
Red Knot	x			<input type="checkbox"/>
Lesser Prairie Chicken	<input type="checkbox"/>			<input type="checkbox"/>
Arkansas River Shiner	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leopard Darter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
American Alligator	<input type="checkbox"/>			<input type="checkbox"/>
Arkansas Darter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sprague's Pipit	<input type="checkbox"/>			<input type="checkbox"/>
Rattlesnake-master Borer Moth	<input type="checkbox"/>			<input type="checkbox"/>

¹Species is on the Proposed Project's IPaC List

²Action Area is within a watershed associated with occupied water bodies

³Action Area includes an occupied water body

⁴Project site within 5 miles of known records

Designated or Proposed Critical Habitat	Action Area includes Designated Critical Habitat (Check <input checked="" type="checkbox"/> if Yes)
Whooping Crane	<input type="checkbox"/>

IPaC Special Conditions Identified (wind energy projects or cell towers) for **Interior Least Terns** x
 IPaC Special Conditions Identified (wind energy projects or cell towers) for **Piping Plovers**

Action area is within which **Whooping Crane** migratory corridor percentage zone
 10%

Action area is within 15 miles of Salt Plains NWR, Hackberry Flat, or Foss Reservoir.

3. ENVIRONMENTAL BASELINE

3.1. Ecological Processes and Conditions

Soils (Use Soil Map of Oklahoma by Carter and Gregory 2008)

Soil Class	Central Rolling Red Prairies
Soil Name	Port-Dale-Yahola-Gaddy-Gracemore-McClain-Reinach
Soil Type	Mollisols and Entisols
Soil Characteristics	Very deep soils on nearly level (1%) slopes

Climate (Use Woods et al. 2005)

Precipitation	Mean annual inches	36-46
Growing Season	Number of days	195-235
Mean Temperatures	Summer min/max	70/94
	Winter min/max	23/49

River System

Soldier Creek and one unnamed tributary

Land Use and Land Ownership

From Woods et al. 2005	Woodland, grassland, rangeland, pasture, and cropland
From Field investigation	Maintained roadside; weedy and forested fence lines; fields; pastures; forested riparian areas; ephemeral, intermittent, and perennial streams; and palustrine wetlands

Terrestrial and Aquatic Community Descriptions (based on field site visit)

The project area is composed of: well maintained roadside; weedy and forested fence lines; fields and pastures; forested riparian areas; ephemeral, intermittent, and perennial streams; as well as palustrine wetlands (See Figures 5a and 5b). The roadside, fence lines, and fields are composed of, in varying combinations, beans, buffalo grass (<i>Bouteloua dactyloides</i>), barnyard grass (<i>Echinochloa crus-galli</i>), dotted smartweed (<i>Polygonum punctatum</i>), Pennsylvania smartweed (<i>Polygonum pensylvanicum</i>), Bermuda grass

(*Cynodon dactylon*), Johnsons grass (*Sorghum halepense*), aster (*Symphyotrichum* sp.), sedge (*Carex* sp.), Florida paspalum (*Paspalum floridanum*), tall fescue (*Schedonorus arundinaceous*), curlydock (*Rumex crispus*), broadleaf cattail (*Typha latifolia*), yellow nutsedge (*Cyperus esculentus*), common rush (*Juncus effusus*), American waterwillow (*Justicia americana*), common spikerush (*Eleocharis palustris*), plantain (*Plantago* sp.), Illinois bundleflower (*Desmanthus illinoensis*), annual ragweed (*Ambrosia artemisiifolia*), great ragweed (*Ambrosia trifida*), yellow salsify (*Tragapogon dubius*), golden tickseed (*Coreopsis tinctoria*), thistle (*Cirsium* sp.), snow on the mountain (*Euphorbia marginata*), Canadian horseweed (*Conyza canadensis*), bristlegrass (*Setaria* sp.), vetch (*Vicia* sp.), grape (*Vitis* sp.), trumpet creeper (*Campsis radicans*), sugarberry (*Celtis laevigata*), hackberry (*Celtis occidentalis*), Eastern red cedar (*Juniperus virginiana*), pecan (*Carya illinoensis*), Eastern cottonwood (*Populus deltoides*), and black willow (*Salix nigra*). The forested riparian areas are composed of Johnsons grass, annual ragweed, great ragweed, Canadian horseweed, grape vine, trumpet creeper, sugarberry, hackberry, Eastern red cedar, pecan, Eastern cottonwood, coralberry (*Symphoricarpos orbiculatus*), poison ivy (*Toxicodendron radicans*), black walnut (*Juglans nigra*), Southern catalpa (*Catalpa bignonioides*), Osage orange (*Maclura pomifera*), and American elm (*Ulmus americana*). The stream beds, banks, and wetland areas are composed of, in varying combinations, barnyard grass, dotted smartweed, Pennsylvania smartweed, Bermuda grass, Johnsons grass, aster, Florida paspalum, tall fescue, common rush, American waterwillow, common spikerush, plantain, curlydock, sedge, broadleaf cattail, yellow nutsedge, Illinois bundleflower, annual ragweed, great ragweed, Canadian horseweed, trumpet creeper, Eastern cottonwood, black willow, and false indigo (*Amorpha fruticosa*).

3.2 Species Habitat Analysis

Pedestrian survey of entire study footprint

X

Bridge/Structure inspected for bat use and suitability as bat roosting habitat

SPECIES	HABITAT	
Whooping Crane	Shallowly-submerged sandbars in large river channels occur within the Action Area .	<input type="checkbox"/>
	If within the 75% migration corridor, provide the number of acres of emergent wetlands that occur within the NEPA Environmental Study Footprint .	enter acres.
	Croplands suitable for foraging occur within the Action Area and are within 15 miles of Salt Plains National Wildlife Refuge, Hackberry Flat, or Foss Reservoir	<input type="checkbox"/>
Interior Least Tern	Sparsely vegetated islands or sandbars along large rivers, with nearby areas of shallow water, occur within the Action Area .	<input type="checkbox"/>
Piping Plover	Sparsely vegetated sandy or gravelly shorelines and islands associated with the major river systems occur within the Action Area .	<input type="checkbox"/>
	Salt flats and mudflats associated with reservoirs occur within the Action Area .	<input type="checkbox"/>
Red Knot	Mudflats associated with reservoirs occur within the Action Area .	<input type="checkbox"/>

4. ANALYSIS OF EFFECTS

4.1 Direct Effects

None for federally listed species

4.2 Indirect Effects

None for federally listed species

4.3 Interrelated and Interdependent Actions and Activities

None

USFWS TAILS Number:	02EKOK00-2015-SLI-1157
ODOT Project JP Number:	24356(07)

Species Conclusion Table (Check which apply)

SPECIES / DESIGNATED CRITICAL HABIT	CONCLUSION		ESA SECTION 7			NOTES AND DOCUMENTATION Check <input checked="" type="checkbox"/> all that apply			
	Species Habitat present within the action area	Project Activities expected to impact habitat	No Effect	May affect, unlikely to adversely affect	May affect, Likely to adversely affect	Field Studies	database review ¹	USFWS Review ²	Other ³
Interior Least Tern	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	x	x	x	x
Whooping Crane	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	x	x	x	x
Piping Plover	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	x	x	<input type="checkbox"/>	<input type="checkbox"/>
Red Knot	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>	<input type="checkbox"/>	x	x	<input type="checkbox"/>	<input type="checkbox"/>

¹ONHI rare species / ABB

²USFWS occupied water bodies and associate watershed maps

³Whooping Crane Migration Corridor Map; LPC Habitat Model

CONCLUSIONS

No Effect	Interior Least Tern, Whooping Crane, Piping Plover, and Red Knot
-----------	--

RECOMMENDED CONSERVATION MEASURES

None Required

5. BALD EAGLE AND SWALLOW ASSESSMENT

5.1. Bald Eagle Assessment

The Bald Eagle (*Haliaeetus leucocephalus*) is a large predatory bird protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Activities that would disturb eagles are prohibited under the Bald and Golden Eagle Protection Act. “Disturb” means to agitate an eagle to the degree that causes or is likely to (1) cause injury, (2) interfere with breeding, feeding or sheltering behavior, or (3) nest abandonment.

Bald Eagle Habitat Present	<input type="checkbox"/>	If box is checked, describe.
Bald Eagle Nests Observed	<input type="checkbox"/>	If box is checked, describe.
Bald Eagles Observed	<input type="checkbox"/>	If box is checked, describe.

5.2 Swallow 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.

Structure Number or Location	Approximate Number of Cliff Swallow Nests	Approximate Number of Barn Swallow Nests
Soldier Creek bridge (NBI#: (26455) (97.3139W, 35.6669N)	Dozens	
Other MB Nests Observed on Transportation Structures	None	

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 March 31, when nests are not occupied. If seasonal avoidance cannot be accomplished, structures shall be protected from new nest establishment prior to April 1, by means that do not result in death or injury to these birds.

6. REFERENCES:

Brown, Charles R. and Mary Bomberger Brown. 1999. Barn Swallow (*Hirundo rustica*) and Cliff Swallow (*Petrochelidon pyrrhonota*): The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology accessed from <http://bna.birds.cornell.edu/> on January 20, 2014.

Carter, B. J. and M. S. Gregory. 2002. General soil map of Oklahoma. In: Geology and Earth Resources of Oklahoma. K.S. Johnson et al. (eds.) Educational Publication No. 1. Oklahoma Geological Survey. Norman, OK.

Duck, L. G., and J. B. Fletcher. 1945. A survey of the game and furbearing animals of Oklahoma; Chapter 2, The Game Types of Oklahoma. Oklahoma Game and Fish Commission, Division of Wildlife Restoration and Research. Oklahoma City.

Endangered Species Act of 1973, as Amended, 50 C.F.R. § 402

Oklahoma Natural Heritage Inventory. 2015. Element Database. Oklahoma Natural Heritage Inventory, Oklahoma Biological Survey, Norman, OK.

United States Code Title 16, Chapter 7, Subchapter 2, sections 703-712. The Migratory Bird Treaty Act of 1918.

U.S. Fish and Wildlife Service, 2014, Federally Listed Threatened and Endangered Species in Oklahoma. Accessed from <http://www.fws.gov/southwest/es/oklahoma/> accessed on January 20, 2015.

U.S. Fish and Wildlife Service, 2007. Endangered and Threatened Wildlife and Plants: Removing the Bald Eagle in the Lower 48 States From the List of Endangered and Threatened Wildlife: Notice of Final Rule. Federal Register Vol. 72, No. 130. 37346-37372

U.S. Fish and Wildlife Service , 2007. Bald Eagle (*Haliaeetus leucocephalus*) Fact Sheet, June, 2007, accessed from <http://www.fws.gov/migratorybirds> on January 20, 2015

Woods, A.J., Omernik, J.M., Butler, D.R., Ford, J.G., Henley, J.E., Hoagland, B.W., Arndt, D.S., and Moran, B.C., 2005, Ecoregions of Oklahoma (color poster with map, descriptive text, summary tables, and photographs): Reston, Virginia, U.S. Geological Survey (map scale 1:1,250,000).

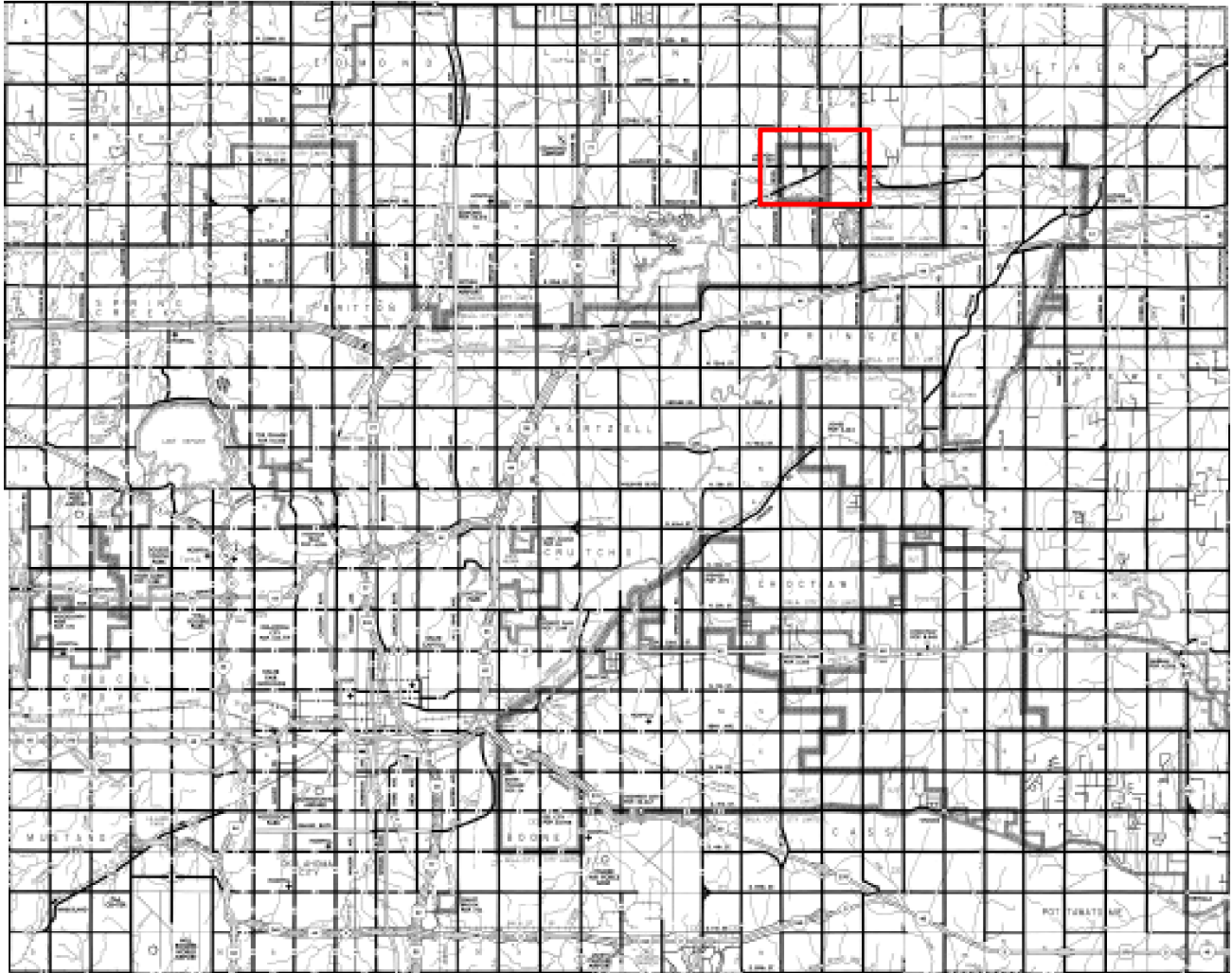


Figure 1. County Wide Section Line Map

 Project Location



Oklahoma County
J/P 24356(07)

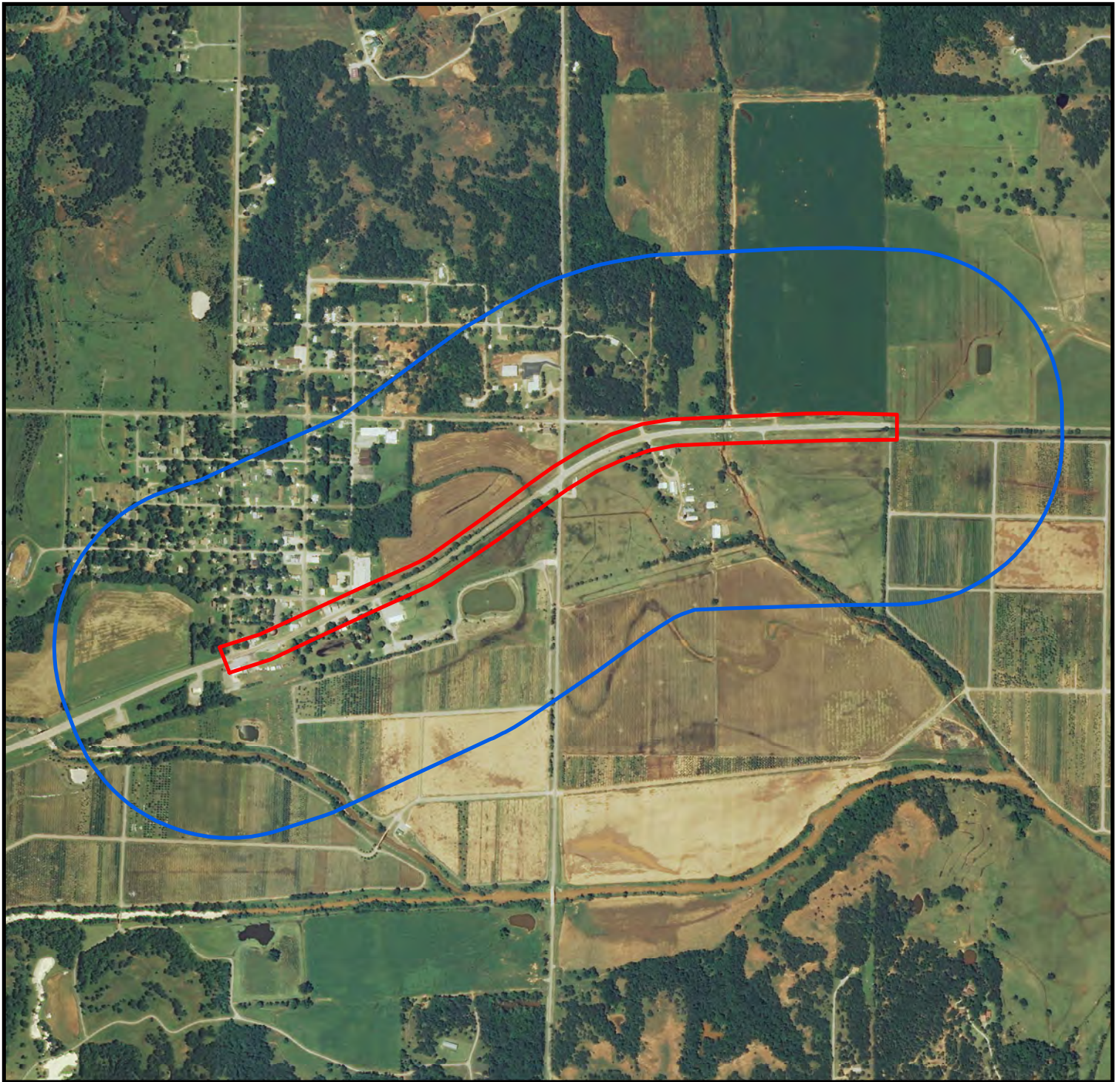



Figure 2. Action Area map

-  Study Area
-  Action Area



Oklahoma County

J/P 24356(07)

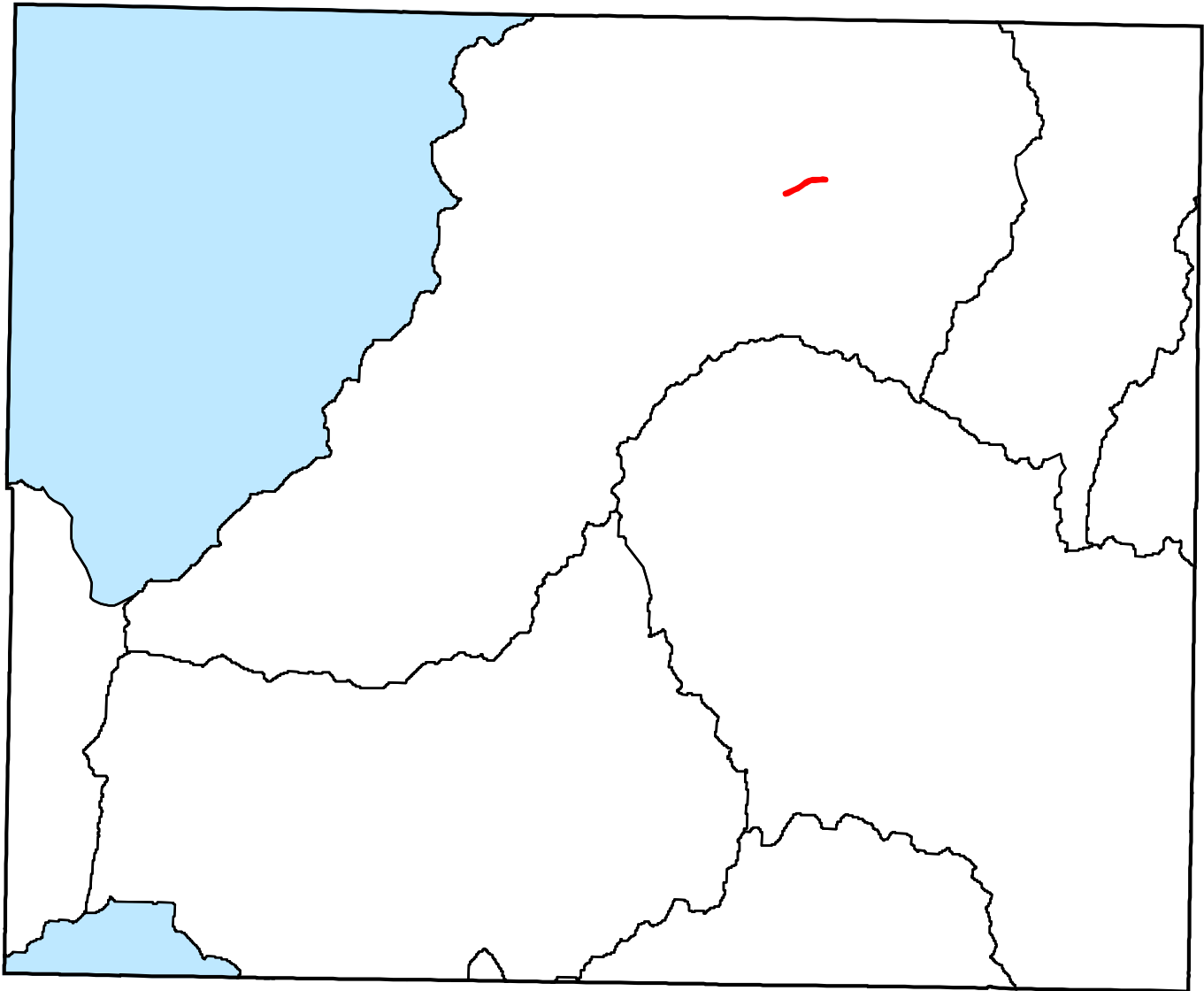





Figure 3. Critical Habitat, Occupied Waterbodies and Watersheds

-  Interior Least Tern and Arkansas River shiner Aquatic Dependent Species and Aquatic Species (HUC 11) Watersheds
-  Project Location
-  Oklahoma streams

Oklahoma County

J/P 24356(07)



Source: USFWS, Oklahoma Ecological Services Field Office, December 2007 (11 digit HUC watersheds)



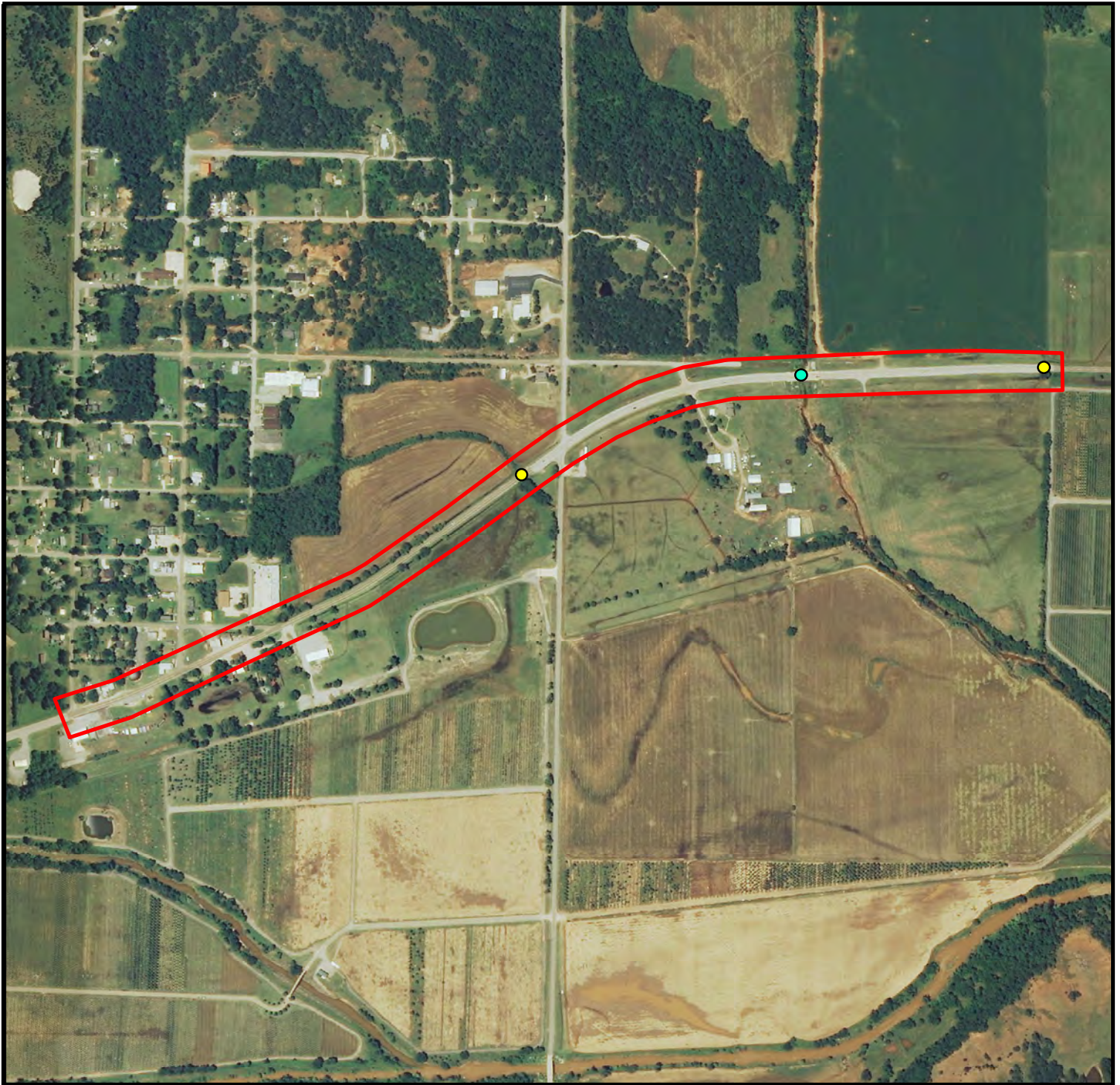


Figure 4. Swallow Survey Map

- Study Area
- Suitable Sites, No Swallow Activity
- Cliff Swallow activity (nests and adults)



Oklahoma County

J/P 24356(07)

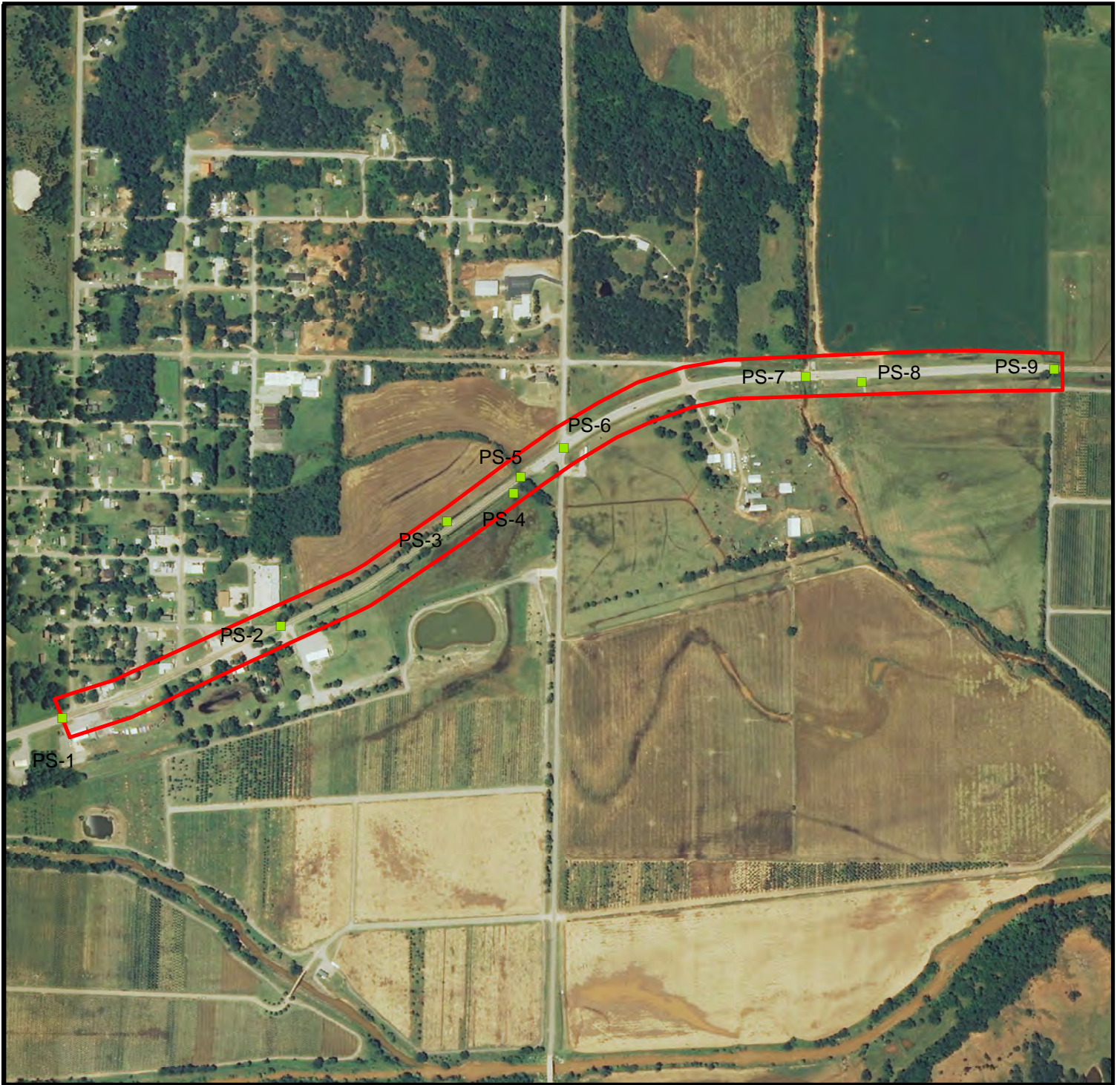


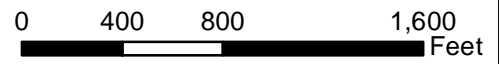
Figure 5. Photo Site Map

- Study Area
- Photo Sites



Oklahoma County

J/P 24356(07)



Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 1 (PS 1): looking NE from the western extent of the study area.



Image 2 (PS 1): looking W from the western extent of the study area.



Image 3 (PS 1): looking SW from the western extent of the study area.



Image 4 (PS 1): looking E from the western extent of the study area.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 5 (PS 2): looking NE from the roadway.



Image 6 (PS 2): looking SW from the roadway.



Image 7 (PS 2): looking W from the roadway.



Image 8 (PS 2): looking NE from the roadway.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 9 (PS 3): looking SW at a forested wetland.



Image 10 (PS 3): looking NE at an emergent wetland.



Image 11 (PS 4): looking S at an emergent wetland.



Image 12 (PS 5): looking S (downstream) at an intermittent stream.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 13 (PS 6): looking SE from the roadway.



Image 14 (PS 6): looking SW from the roadway.



Image 15 (PS 6): looking NW from the roadway.



Image 16 (PS 6): looking NE from the roadway.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 17 (PS 7): looking N (upstream) at Soldier Creek.



Image 18 (PS 7): looking S (downstream) at Soldier Creek.



Image 19 (PS 8): looking SW from the roadway.



Image 20 (PS 8): looking SE from the roadway.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 21 (PS 9): looking SW at an unconsolidated wetland.



Image 22 (PS 9): looking SE from the eastern extent of the project area.



Image 23 (PS 9): looking NE from the eastern extent of the study area.



Image 24 (PS 9): looking NW from the eastern extent of the study area.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Oklahoma Ecological Services Field Office
9014 EAST 21ST STREET
TULSA, OK 74129
PHONE: (918)581-7458 FAX: (918)581-7467
URL: www.fws.gov/southwest/es/Oklahoma/

Consultation Code: 02EKOK00-2015-SLI-1157

June 16, 2015

Event Code: 02EKOK00-2015-E-01239

Project Name: Oklahoma CO JP 24356(07) SH-66

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Non-federal entities conducting activities that may result in take of listed species should consider seeking coverage under section 10 of the ESA, either through development of a Habitat Conservation Plan (HCP) or, by becoming a signatory to the General Conservation Plan (GCP) currently under development for the American burying beetle. Each of these mechanisms provides the means for obtaining a permit and coverage for incidental take of listed species during otherwise lawful activities.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit through our Project Review step-wise process <http://www.fws.gov/southwest/es/oklahoma/OKESFO%20Permit%20Home.htm>.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: Oklahoma CO JP 24356(07) SH-66

Official Species List

Provided by:

Oklahoma Ecological Services Field Office

9014 EAST 21ST STREET

TULSA, OK 74129

(918) 581-7458

<http://www.fws.gov/southwest/es/Oklahoma/>

Consultation Code: 02EKOK00-2015-SLI-1157

Event Code: 02EKOK00-2015-E-01239

Project Type: TRANSPORTATION

Project Name: Oklahoma CO JP 24356(07) SH-66

Project Description: Grade, Drain, Bridge, and Surface on SH-66 in Arcadia, Oklahoma

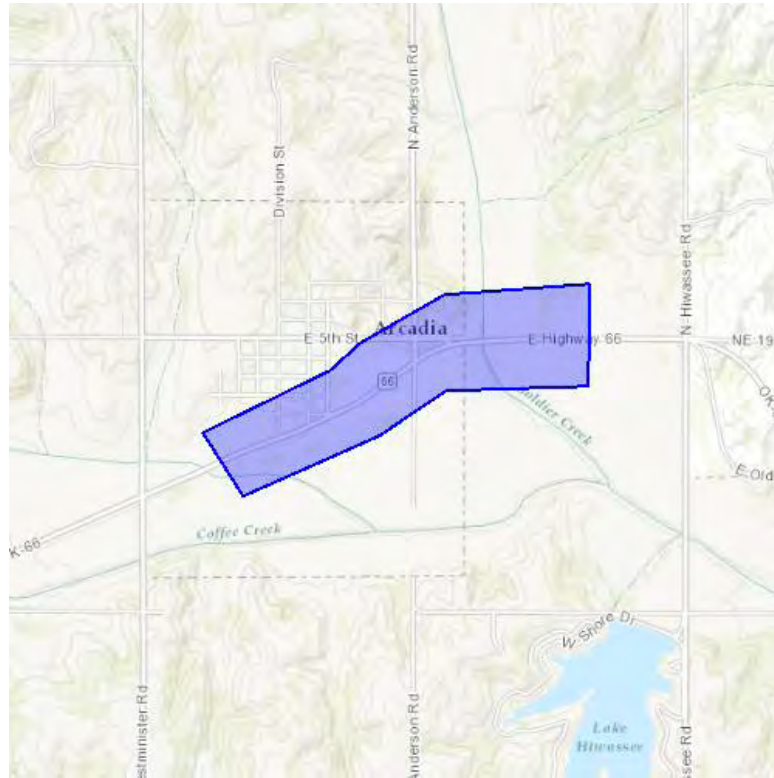
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: Oklahoma CO JP 24356(07) SH-66

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-97.33208656311035 35.66210809403934, -97.32942581176756 35.65869101589245, -97.32058525085449 35.66189888937547, -97.31620788574219 35.66426984346965, -97.30693817138672 35.66454877461668, -97.30685234069824 35.66991800926114, -97.31629371643066 35.669360183511145, -97.32178688049316 35.666849919397016, -97.32376098632812 35.66531583024641, -97.33208656311035 35.66210809403934)))

Project Counties: Oklahoma, OK



United States Department of Interior
Fish and Wildlife Service

Project name: Oklahoma CO JP 24356(07) SH-66

Endangered Species Act Species List

There are a total of 4 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Least tern (<i>Sterna antillarum</i>) Population: interior pop.	Endangered		Wind Turbines and Wind Farms Towers (i.e. radio, television, cellular, microwave, meterological)
Piping Plover (<i>Charadrius melodus</i>) Population: except Great Lakes watershed	Threatened	Final designated	
Red Knot (<i>Calidris canutus rufa</i>)	Threatened		
Whooping crane (<i>Grus americana</i>) Population: except where EXPN	Endangered	Final designated	



United States Department of Interior
Fish and Wildlife Service

Project name: Oklahoma CO JP 24356(07) SH-66

Critical habitats that lie within your project area

There are no critical habitats within your project area.

WATERS AND WETLANDS EVALUATION REPORT

For

County	Oklahoma	JP Number	24356(07)	Project Number	
Road Number	SH-66	Water Body Name	Soldier Creek and one unnamed tributary		
ROW Date	Not Applicable	Let Date	2018	Project Length	1.1 miles
Project General Location	From approximately 5.57 miles east of I-35 extending east 0.58 miles through Acadia				
Project Statement	Resurface SH-66: shoulder additions and pavement rehabilitation				

Prepared for:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105

Prepared by:

Biologist Name	James K. Teague
Company/Agency Name	ODOT Biological Studies Program at OU
Address	111 E. Chesapeake St.
City, State Zip	Norman, OK 73019

Date:	August 6, 2015
-------	----------------

PROJECT OVERVIEW

Project Type	Check ✓
Bridge and Approaches or bridge widening/structure extension	
Grade, Drain, Surface and Bridge	
Grade, Drain and Surface	
Asphalt Overlay Resurfacing	
Widen and Resurface existing lanes	✓
Pavement Reconstruction or rehabilitation	
Bridge Rehabilitation	
Safety Improvements (Cable Barrier, Guardrail, signage)	
Intersection Modifications	
Safe Routes to School (Describe)	
Enhancements (Describe)	
Other (Describe) (Shoulders and Drainage Extension)	

Description of the **existing** bridge/roadway

The existing stretch of SH-66 consists of two 12 ft lanes with little to absent shoulders. The project area occurs in a gently rolling, semi-rural section of Oklahoma County. Approximately 5,600 vehicles use the roadway each day. The pavement is considered in fair condition. The existing bridge over Soldier Creek (NBI#: 26455) is a 40ft x 138ft concrete bridge span that was constructed in 2001. It is not considered structurally deficient. A concrete structure over an unnamed tributary of Soldier Creek occurs west of Anderson Road.

Description of **proposed** improvements **SPECIFIC TO THIS PROJECT**

The ODOT proposes to widen and resurface this stretch of SH-66 while adding 4 to 8ft wide shoulders through the project area. A concrete structure just west of Anderson Road will be extended to meet the new road width. No work is schedule for the Soldier Creek bridge. Some in-stream and wetland activities may occur to accomplish the drainage widening and to accommodate the new road toe of slope if necessary. Temporary right-of-way may be needed to accomplish the proposed activities. Driveways and field entrances will need to be repaved. The roadway will remain open during construction operations keeping at least one lane open to traffic at all times. This project may be tied to ODOT JP 24356(04) to minimize traffic congestion through the area. The project is needed to increase the safety and longevity of the existing roadway.

Project Environmental Study Footprint

Project Location		Environmental Study Footprint	
<u>Section Range & Township</u>	<u>Lat/Long (NAD 83)</u>	<u>Dimensions</u>	<u>Acreage</u>
Secs. 21, 28, and 29 (T14N, R1W)	W. ext. (97.3274W, 35.6618N); E. ext. (97.3091W, 35.6670N)	1.1 miles long; 200ft wide	28.55

Environmental Study Footprint Soils (NRCS Soil Survey Map)

Map Unit Name	Percent Slope	Drainage Class	Hydric Rating		Description
			YES	NO	
AhpA	0-1	W		x	Ashport silty clay loam, occasionally flooded
AspA	0-1	W		x	Ashport silt loam, occasionally flooded
GrIE	3-12	W		x	Grainola-Ironmound complex
HiLA	0-1	VP-SP	x		Hibsaw-Lomill complex, occasionally flooded
HarC	3-5	W		x	Harrah fine sandy loam
HaUC	3-5	W		x	Harrah-Urban land complex
LomA	0-1	SP		x	Lomill silty clay loam, occasionally flooded
MIIA	0-1	MW		x	Miller silty clay, occasionally flooded
PukA	0-1	W		x	Pulaski fine sandy loam, frequently flooded
PulA	0-1	W		x	Pulaski fine sandy loam, occasionally flooded
SDND	3-8	W-E-MW		x	Stephenville-Darsil-Newalla complex
SUND	1-8	W-MW		x	Stephenville-Urban land complex-Newalla complex

Environmental Study Footprint General Description and Vegetation Present

The project area is composed of: well maintained roadside; weedy and forested fence lines; fields and pastures; forested riparian areas; ephemeral, intermittent, and perennial streams; as well as palustrine wetlands (See Figures 5a and 5b). The roadside, fence lines, and fields are composed of, in varying combinations, beans, buffalo grass (*Bouteloua dactyloides*), barnyard grass (*Echinochloa crus-galli*), dotted smartweed (*Polygonum punctatum*), Pennsylvania smartweed (*Polygonum pennsylvanicum*), Bermuda grass (*Cynodon dactylon*), Johnsons grass (*Sorghum halepense*), aster (*Symphyotrichum* sp.), sedge (*Carex* sp.), Florida paspalum (*Paspalum floridanum*), tall fescue (*Schedonorus arundinaceous*), curlydock (*Rumex crispus*), broadleaf cattail (*Typha latifolia*), yellow nutsedge (*Cyperus esculentus*), common rush (*Juncus effusus*), American waterwillow (*Justicia americana*), common spikerush (*Eleocharis palustris*), plantain (*Plantago* sp.), Illinois bundleflower (*Desmanthus illinoensis*), annual ragweed (*Ambrosia artemisiifolia*), great ragweed (*Ambrosia trifida*), yellow salsify (*Tragapogon dubius*), golden tickseed (*Coreopsis tinctoria*), thistle (*Cirsium* sp.), snow on the mountain (*Euphorbia marginata*), Canadian horseweed (*Conyza canadensis*), bristlegrass (*Setaria* sp.), vetch (*Vicia* sp.), grape (*Vitis* sp.), trumpet creeper (*Campsis radicans*), sugarberry (*Celtis laevigata*), hackberry (*Celtis occidentalis*), Eastern red cedar (*Juniperus virginiana*), pecan (*Carya illinoensis*), Eastern cottonwood (*Populus deltoides*), and black willow (*Salix nigra*). The forested riparian areas are composed of Johnsons grass, annual ragweed, great ragweed, Canadian horseweed, grape vine, trumpet creeper, sugarberry, hackberry, Eastern red cedar, pecan, Eastern cottonwood, coralberry (*Symphoricarpos orbiculatus*), poison ivy (*Toxicodendron radicans*), black walnut (*Juglans nigra*), Southern catalpa (*Catalpa bignonioides*), Osage orange (*Maclura pomifera*), and American elm (*Ulmus americana*). The stream beds, banks, and wetland areas are composed of, in varying combinations, barnyard grass, dotted smartweed, Pennsylvania smartweed, Bermuda grass, Johnsons grass, aster, Florida paspalum, tall fescue, common rush, American waterwillow, common spikerush, plantain, curlydock, sedge, broadleaf cattail, yellow nutsedge, Illinois bundleflower, annual ragweed, great ragweed, Canadian horseweed, trumpet creeper, Eastern cottonwood, black willow, and false indigo (*Amorpha fruticosa*).

WATERS AND WETLANDS EVALUATION

Data Sources Reviewed (list)

USGS 7.5 minute Quad	NWI Map	USACE Wetland Regional Supplement	Additional Resources Reviewed
Oklahoma County	USFWS, September, 2009 wet data file	Great Plains Region	Cowardin, 1979

Wetlands and Ponds Summary Table

Total Field Sites	Type	Cowardin Classification	Potential Jurisdictional Status	Acres within study footprint
1	Palustrine, unconsolidated bottom	PUBC- palustrine, unconsolidated bottom, seasonally flooded	Not Jurisdictional	0.07
3	Palustrine, emergent	PEM1(B/C)	Varies	0.312
1	Palustrine, forested	PFO1C- palustrine, forested, broad-leaved deciduous, seasonally flooded	Jurisdictional	0.107
5	Total Wetlands			0.489

Streams and Drainages Summary Table

Total Field Sites	Water Body Name	USGS Designation	Potential Jurisdictional Status	Acres within study footprint	Linear Feet within study footprint
3	Unnamed tributaries of ditches and streams	Unmapped, ephemeral	Varies	0.057	333
1	Unnamed tributary of Soldier Creek	Mapped, intermittent-(R4SB5/3C-riverine, intermittent, streambed, mud and cobble bed, seasonally flooded)	Jurisdictional	0.124	213

Total Field Sites	Water Body Name	USGS Designation	Potential Jurisdictional Status	Acres within study footprint	Linear Feet within study footprint
1	Soldier Creek	Mapped, perennial- (R3UB3/1H- riverine, upper perennial, unconsolidated bottom, mud and cobble bed, permanently flooded)	Jurisdictional	0.246	214

Streams and other linear aquatic features

Field Site 3 can best be characterized as a mapped, seasonally flooded, intermittent (R4SB5/3C) stream with a mud and cobble bed that occupies approximately 0.124 acres (~ 213 linear ft) of the study area. This stream, an unnamed tributary of Soldier Creek, flows south through the study area. The stream was partially flowing within a narrow, partially forested channel during field investigations (See Image 12). It can be considered a traditional navigable waterbody and meets the requirements to be considered jurisdictional under Tulsa ACOE guide lines.

Field Site 4 can best be characterized as an unmapped, ephemeral stream that occupies approximately 0.015 acres (~ 135 linear ft) of the study area. The stream flows north into a mapped, intermittent stream and was saturated and vegetated during field investigations (See Image 11). It represents the significant nexus between an adjacent wetland and a traditional navigable waterbody. This stream, therefore, meets the requirements to be considered jurisdictional.

Field Site 6 can best be characterized as a mapped, upper perennial (R3UB3/1H) stream with a mud and cobble bed that occupies approximately 0.246 acres (~ 214 linear ft) of the study area. This stream, Soldier Creek, flows south through the study area. The stream was flowing within a narrow channel with eroding, partially vegetated banks during field investigations (See Images 17 and 18). The ordinary high water mark ranges from 938 to 942 feet above sea level (se=1.5 to 4.5 ft) through the study area. The stream width ranges from 28 to 77 ft within this same stretch. It meets the requirements to be considered a jurisdictional waterbody under Tulsa ACOE guide lines.

Field Site 7 can best be characterized as an unmapped, ephemeral stream that occupies approximately 0.012 acres (~ 87 linear ft) of the study area. The stream flows north into the south roadside ditch. It was saturated and vegetated during field investigations. The stream does not meet the requirements to be considered a jurisdictional waterbody.

Field Site 9 can best be characterized as an unmapped, ephemeral stream that occupies approximately 0.030 acres (~ 111 linear ft) of the study area. This stream flows south through a field into the south roadside ditch. It was saturated and vegetated during field investigations. This stream does not meet the requirements to be considered a jurisdictional waterbody.

Wetlands and ponds

Field Site 1 is composed of two unmapped, seasonally flooded, persistent, palustrine, emergent (PEM1C) wetlands that together occupy approximately 0.259 acres of the study area. These features have strong hydrophytic vegetation and wetland hydrology; soils were assumed to be hydric considering the strength of the other two indicators and the presence of a muck surface (See Field Site 1 Wetland Dataform; Images 9 and 10). The wetlands occur within broadened sections of the north roadside ditch that flows northeast into a mapped, intermittent stream. They meet the requirements to be considered adjacent wetlands to a traditional navigable waterbody making them jurisdictional water bodies as well.

Field Site 2 can best be characterized as an unmapped, seasonally flooded, broad-leaved deciduous, palustrine, forested (PFO1C) wetland that occupies approximately 0.107 acres of the study area. This feature has strong hydrophytic vegetation and wetland hydrology; soils were assumed to be hydric considering the strength of the other two indicators and the presence of a muck surface (See Field Site 2 Wetland Dataform and Image 9). The wetland occurs within broadened section of the north roadside ditch that flows northeast into a mapped, intermittent stream. It meets the requirements to be considered an adjacent wetland to a traditional navigable waterbody making it a jurisdictional water body as well.

Field Site 5 is composed of two, unmapped, saturated, persistent, palustrine, emergent (PEM1B) wetlands that together occupy approximately 0.053 acres of the study area. These features have similar hydrophytic vegetation, wetland hydrology, and hydric soils (See Field Site 5 Wetland Dataform and Image 11). The wetlands drain north through a field and into Field Site 4. They meet the requirements to be considered adjacent wetlands to a traditional navigable waterbody and can be considered jurisdictional.

Field Site 8 can best be characterized as an unmapped, seasonally flooded, palustrine, unconsolidated bottom (PUBC) wetland that occupies approximately 0.070 acres of the study area. This feature occurs in a broadened area of the south roadside ditch. It does not meet the requirements to be considered a jurisdictional waterbody under Tulsa ACOE guide lines.

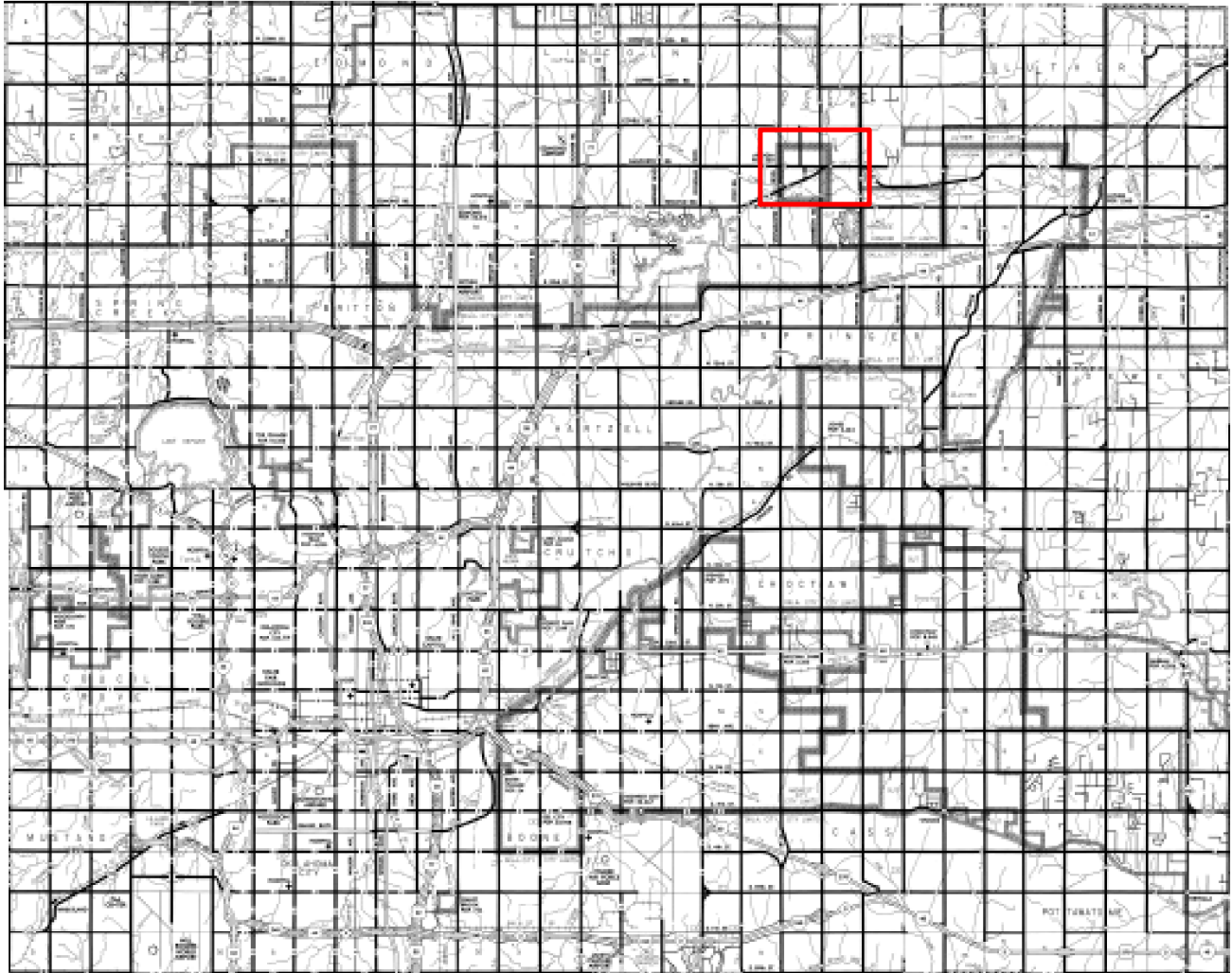


Figure 1. County Wide Section Line Map

 Project Location



Oklahoma County
J/P 24356(07)

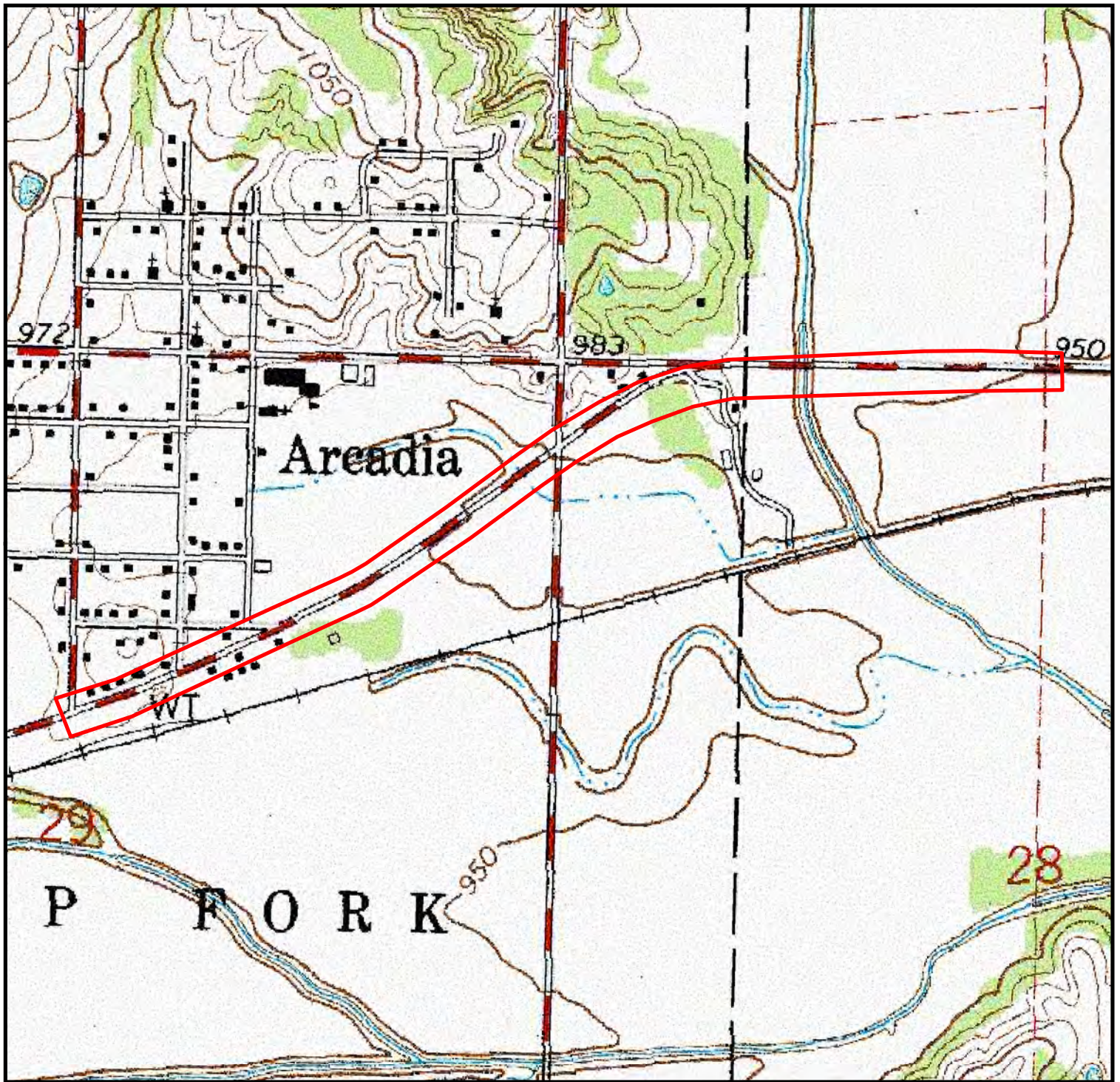



Figure 2. Topographic Mapping

 Study Area



Oklahoma County
J/P 24356(07)

USGS 7.5 minute quadrangle at 1:24,000 scale

0 300 600 1,200
Feet

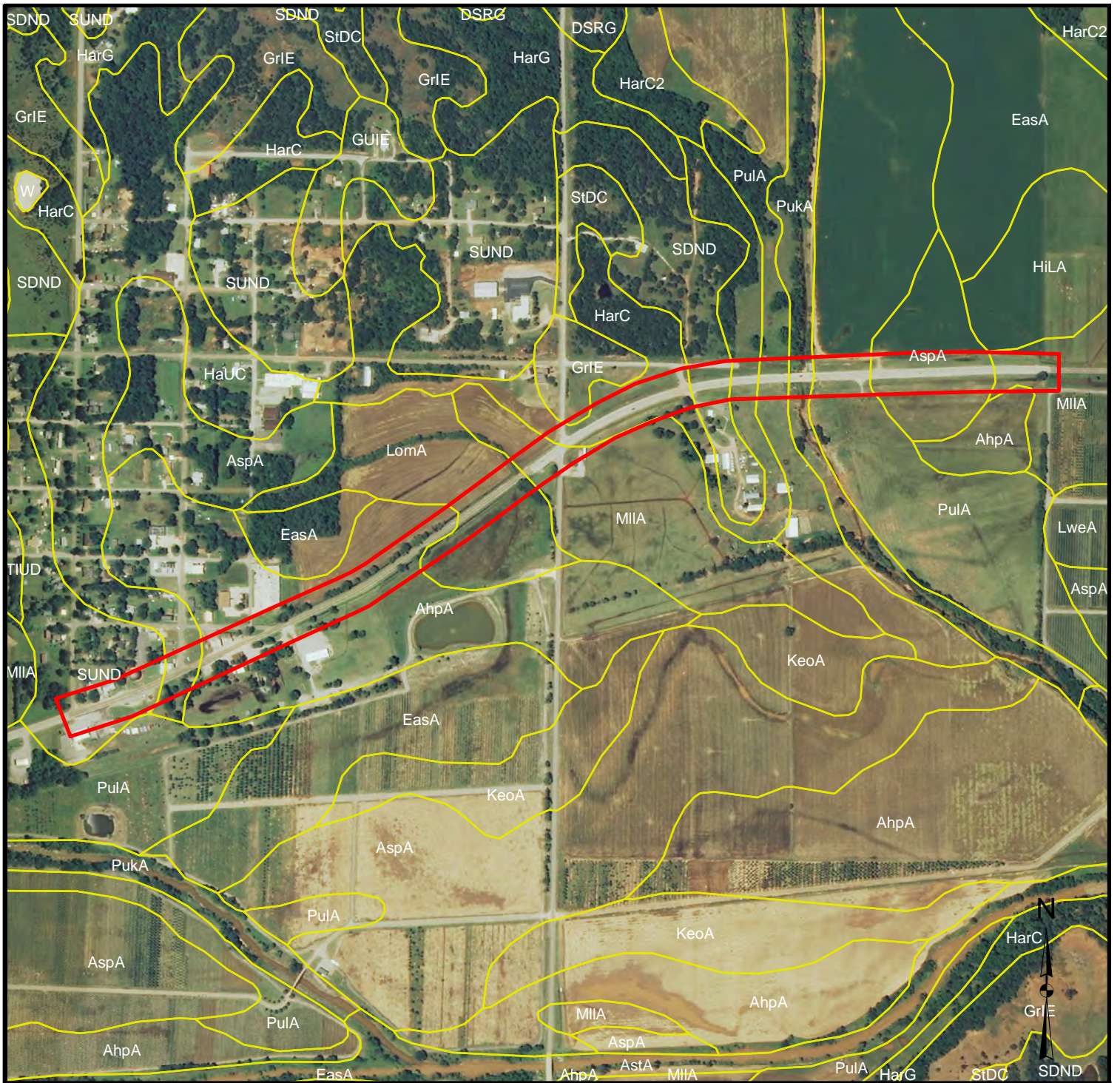


Figure 3. Soil Map

Study Area
 Soil Boundaries

Oklahoma County

J/P 24356(07)

Soil Abbreviations

See Text for Soil Descriptions

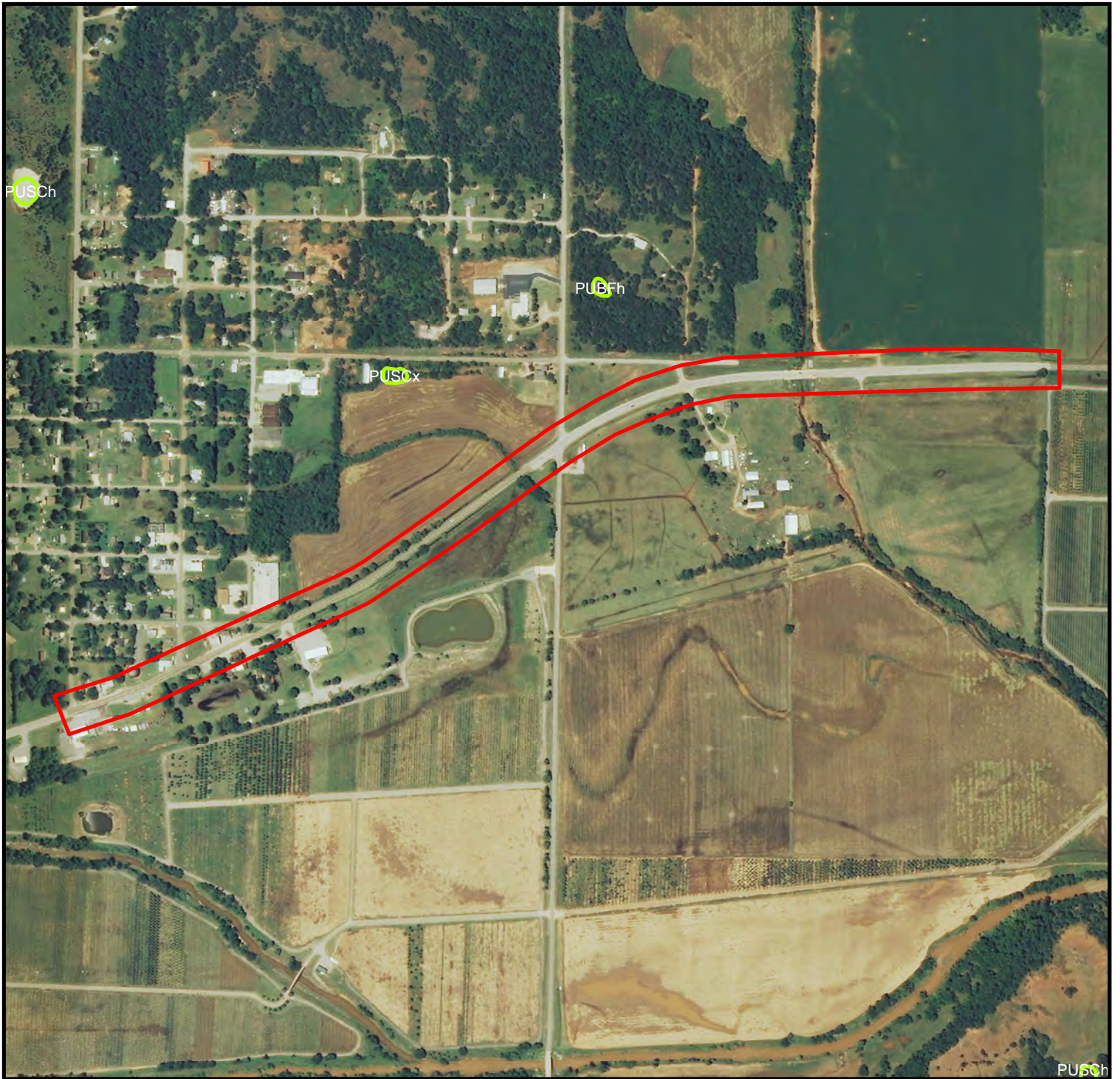


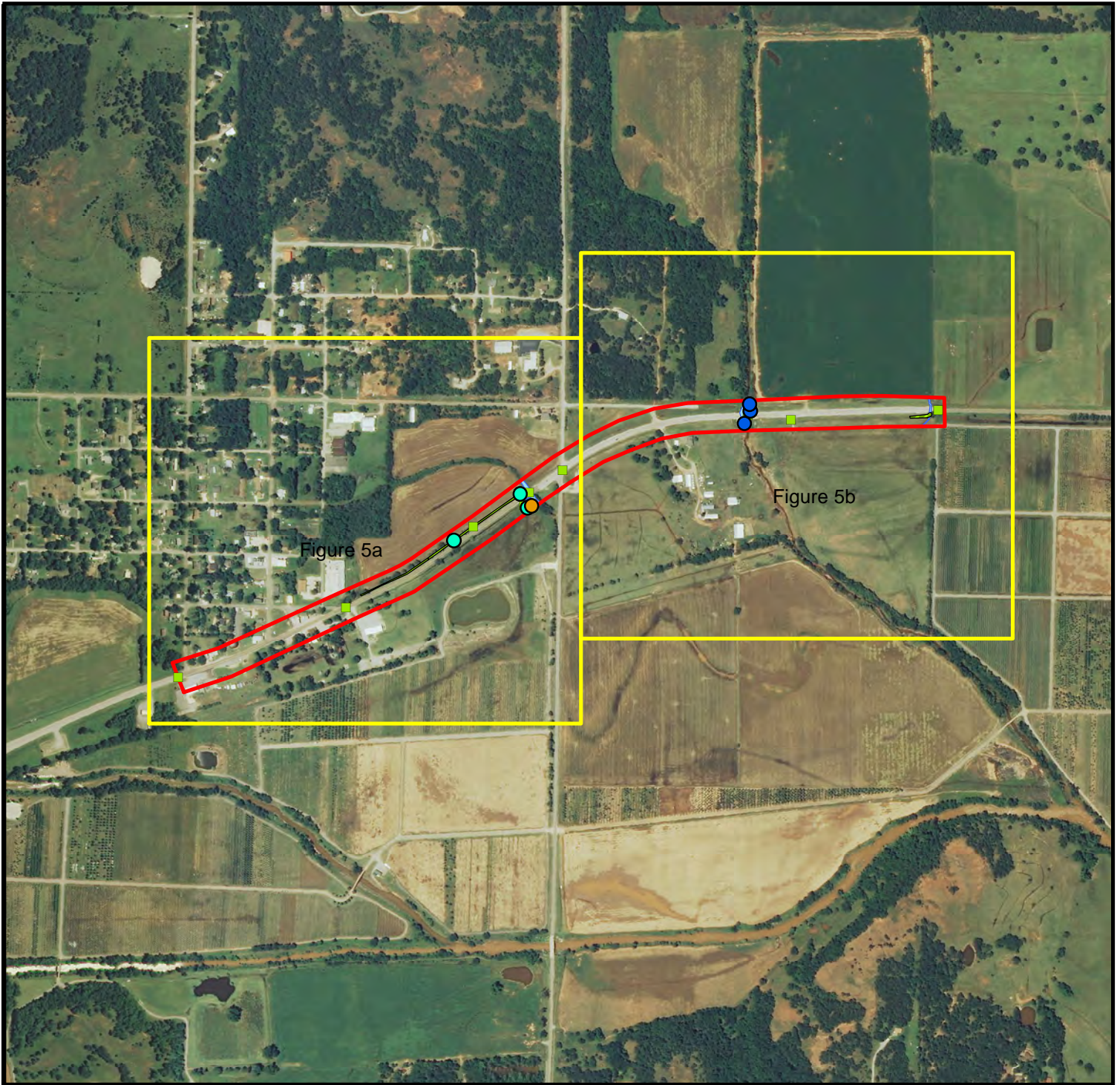
Figure 4. NWI map

-  Study Area
-  NWI



Oklahoma County

J/P 24356(07)



Site Map Index Sheet

- Study Area
- Wetlands
- Streams
- Photo Sites
- Wet DP
- Up DP
- OHWM elevation points



Oklahoma County

J/P 24356(07)



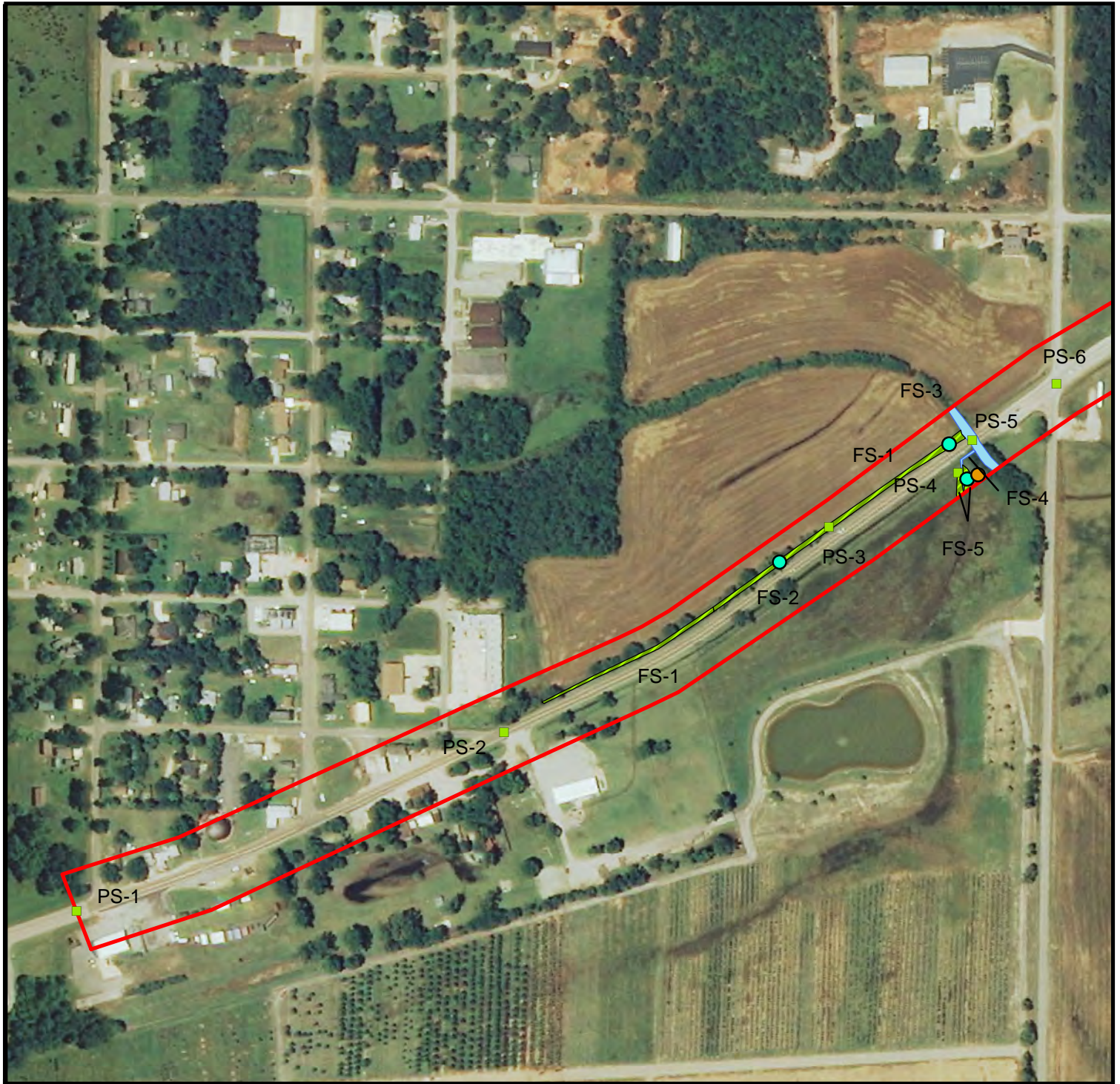


Figure 5a

- Study Area
- Wetlands
- Streams
- Photo Sites
- Wet DP
- Up DP



Oklahoma County

J/P 24356(07)



Figure 5b

- Study Area
- OHWM elevation points
- Wetlands
- Streams
- Photo Sites



Oklahoma County

J/P 24356(07)

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 1 (PS 1): looking NE from the western extent of the study area.



Image 2 (PS 1): looking W from the western extent of the study area.



Image 3 (PS 1): looking SW from the western extent of the study area.



Image 4 (PS 1): looking E from the western extent of the study area.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 5 (PS 2): looking NE from the roadway.



Image 6 (PS 2): looking SW from the roadway.



Image 7 (PS 2): looking W from the roadway.



Image 8 (PS 2): looking NE from the roadway.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 9 (PS 3): looking SW at a forested wetland.



Image 10 (PS 3): looking NE at an emergent wetland.



Image 11 (PS 4): looking S at an emergent wetland.



Image 12 (PS 5): looking S (downstream) at an intermittent stream.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 13 (PS 6): looking SE from the roadway.



Image 14 (PS 6): looking SW from the roadway.



Image 15 (PS 6): looking NW from the roadway.



Image 16 (PS 6): looking NE from the roadway.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 17 (PS 7): looking N (upstream) at Soldier Creek.



Image 18 (PS 7): looking S (downstream) at Soldier Creek.



Image 19 (PS 8): looking SW from the roadway.



Image 20 (PS 8): looking SE from the roadway.

Appendix A: Photo Images for ODOT J/P 24356(07) Resurface and Shoulders on SH-66 in Oklahoma County, Oklahoma



Image 21 (PS 9): looking SW at an unconsolidated wetland.



Image 22 (PS 9): looking SE from the eastern extent of the project area.



Image 23 (PS 9): looking NE from the eastern extent of the study area.



Image 24 (PS 9): looking NW from the eastern extent of the study area.

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: Oklahoma JP 24356(07)	City/County: Arcadia/OK	Sampling Date:7-23-15
Applicant/Owner: ODOT	State: OK	Sampling Point:FS1/PEM
Investigator(s): JKT	Section, Township, Range: Sec. 29, T14N, R1W	
Landform (hillslope, terrace, etc.): ditch depression	Local relief (concave, convex, none): concave	Slope (%): 0-1
Subregion (LRR):	Lat: 35.6653N	Long: 97.3192W
Soil Map Unit Name: Lomill silty clay loam, occasionally flooded	Datum: NAD83	
Soil NWI classification: unmapped		
Are climatic/hydrologic conditions on the site typical for this time of year? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (If no, explain in Remarks)		
Are Vegetation <input type="checkbox"/> Soil <input type="checkbox"/> or Hydrology <input type="checkbox"/> significantly disturbed? Are "Norman Circumstances" present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
Are Vegetation <input type="checkbox"/> Soil <input type="checkbox"/> or Hydrology <input type="checkbox"/> Naturally problematic? (If needed, explain any answers in Remarks)		

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Hydric Soil Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>			
Wetland Hydrology Present	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>			
Remarks:					
Soils assumed hydric considering the strength of the other two indicators and the presence of a muck surface					

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1.				Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 7 (A) Total Number of Dominant Species Across All Strata: 7 (B) Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)
2.				
3.				
4.				
_____ = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species <input type="text"/> X 1 = <input type="text"/> FACW species <input type="text"/> x 2 = <input type="text"/> FAC species <input type="text"/> x 3 = <input type="text"/> FACU species <input type="text"/> x 4 = <input type="text"/> UPL species <input type="text"/> x 5 = <input type="text"/> Column Totals: (A) _____ (B) _____ Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1.				
2.				
3.				
4.				
5.				
_____ = Total Cover				
Herb Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <i>Eleocharis palustris</i>		Y	Obl	Hydrophytic Vegetation Indicators: ___x___ Dominance Test is > 50% ___ Prevalence Index is ≤ 3.0 ¹ ___ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. <i>Polygonum pensylvanicum</i>		Y	FacW	
3. <i>Rumex crispus</i>		Y	Fac	
4. <i>Juncus effusus</i>		Y	Obl	
5. <i>Carex</i> sp.		Y	Fac*	
6. <i>Scirpus</i> sp.		Y	Fac*	
7. <i>Justicia americana</i>		Y	Obl	
8. <i>Typha latifolia</i>		N	Obl	
9.				
10.				
_____ = Total Cover				
Woody Vine Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1.				Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
2.				
_____ = Total Cover				
% Bare Ground in Herb Stratum _____				
Remarks				

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: Oklahoma JP 24356(07)	City/County: Arcadia/OK	Sampling Date:7-23-15
Applicant/Owner: ODOT	State: OK	Sampling Point:FS2/PFO
Investigator(s): JKT	Section, Township, Range: Sec. 29, T14N, R1W	
Landform (hillslope, terrace, etc.): ditch depression	Local relief (concave, convex, none): concave	Slope (%): 0-1
Subregion (LRR):	Lat: 35.6644N	Long: 97.3208W
Soil Map Unit Name: Ashport silty clay loam, occasionally flooded	Datum: NAD83	
Soil NWI classification: unmapped		
Are climatic/hydrologic conditions on the site typical for this time of year? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (If no, explain in Remarks)		
Are Vegetation <input type="checkbox"/> Soil <input type="checkbox"/> or Hydrology <input type="checkbox"/> significantly disturbed? Are "Norman Circumstances" present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
Are Vegetation <input type="checkbox"/> Soil <input type="checkbox"/> or Hydrology <input type="checkbox"/> Naturally problematic? (If needed, explain any answers in Remarks)		

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Hydric Soil Present?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		
Wetland Hydrology Present	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		
Remarks:						
Soils assumed hydric considering the strength of the other two indicators and the presence of a muck surface						

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:		
1. <i>Salix nigra</i>		Y	FacW	Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 8 (A)		
2. <i>Populus deltoides</i>		Y	Fac	Total Number of Dominant Species Across All Strata: 8 (B)		
3.				Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)		
4.				= Total Cover		
= Total Cover				Prevalence Index worksheet:		
= Total Cover				Total % Cover of: _____ Multiply by: _____		
= Total Cover				OBL species	<input type="text"/>	X 1 = <input type="text"/>
= Total Cover				FACW species	<input type="text"/>	x 2 = <input type="text"/>
= Total Cover				FAC species	<input type="text"/>	x 3 = <input type="text"/>
= Total Cover				FACU species	<input type="text"/>	x 4 = <input type="text"/>
= Total Cover				UPL species	<input type="text"/>	x 5 = <input type="text"/>
= Total Cover				Column Totals:	(A)	(B)
= Total Cover				Prevalence Index = B/A = _____		
= Total Cover				Hydrophytic Vegetation Indicators:		
= Total Cover				___x___ Dominance Test is > 50%		
= Total Cover				___ Prevalence Index is ≤ 3.0 ¹		
= Total Cover				___ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)		
= Total Cover				___ Problematic Hydrophytic Vegetation ¹ (Explain)		
= Total Cover				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.		
= Total Cover				Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
= Total Cover				%		
= Total Cover				Remarks		

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: Oklahoma JP 24356(07)	City/County: Arcadia/OK	Sampling Date:7-23-15
Applicant/Owner: ODOT	State: OK	Sampling Point:FS5/PEM
Investigator(s): JKT	Section, Township, Range: Sec. 29, T14N, R1W	
Landform (hillslope, terrace, etc.): field depression	Local relief (concave, convex, none): concave	Slope (%): 0-1
Subregion (LRR):	Lat: 35.6650N	Long: 97.3191W
Soil Map Unit Name: Lomill silty clay loam, occasionally flooded	Datum: NAD83	
NWI classification: unmapped		
Are climatic/hydrologic conditions on the site typical for this time of year? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (If no, explain in Remarks)		
Are Vegetation <input type="checkbox"/> Soil <input type="checkbox"/> or Hydrology <input type="checkbox"/> significantly disturbed? Are "Norman Circumstances" present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
Are Vegetation <input type="checkbox"/> Soil <input type="checkbox"/> or Hydrology <input type="checkbox"/> Naturally problematic? (If needed, explain any answers in Remarks)		

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Hydric Soil Present?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>			
Wetland Hydrology Present	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>			
Remarks:							

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:			
1.				Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 4 (A)			
2.				Total Number of Dominant Species Across All Strata: 5 (B)			
3.				Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)			
4.							
_____ = Total Cover							
Sapling/Shrub Stratum (Plot size: _____)				Prevalence Index worksheet:			
1.				Total % Cover of: _____ Multiply by: _____			
2.				OBL species	<input type="text"/>	X 1 =	<input type="text"/>
3.				FACW species	<input type="text"/>	x 2 =	<input type="text"/>
4.				FAC species	<input type="text"/>	x 3 =	<input type="text"/>
5.				FACU species	<input type="text"/>	x 4 =	<input type="text"/>
_____ = Total Cover				UPL species	<input type="text"/>	x 5 =	<input type="text"/>
				Column Totals:	(A)		(B)
				Prevalence Index = B/A = _____			
Herb Stratum (Plot size: _____)				Hydrophytic Vegetation Indicators:			
1. <i>Eleocharis palustris</i>		Y	Obl	___x___ Dominance Test is > 50%			
2. <i>Echino-chloa crus-gallis</i>		Y	Fac	___ Prevalence Index is ≤ 3.0 ¹			
3. <i>Rumex crispus</i>		Y	Fac	___ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)			
4. <i>Juncus effusus</i>		Y	Obl	___ Problematic Hydrophytic Vegetation ¹ (Explain)			
5. <i>Schedonorus arundinaceous</i>		Y	FacU				
6.							
7.							
8.							
9.							
10.							
_____ = Total Cover							
Woody Vine Stratum (Plot size: _____)				Hydrophytic Vegetation Present?			
1.				Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			
2.							
_____ = Total Cover							
% Bare Ground in Herb Stratum _____							
Remarks							

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-6	7.5YR5/2	80	5YR5/8	20	OR	PL	Loamy clay	Many, med
6-16	7.5YR6/2	80	5YR5/8	20	OR	PL	Silty clay	Many, med

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :	
<input type="checkbox"/> Histosol (A)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> 1 cm Muck (A9) (LRR I, J)	³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Coast Prairie Redox (A16) (LRR F, G, H)	
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Dark Surface (S7) (LRR G)	
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> High Plains Depressions (F16) (LRR H outside of MLRA 72 & 73)	
<input type="checkbox"/> Stratified Layers (A5) (LRR F)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Reduced Vertic (F18)	
<input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)	<input checked="" type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Red Parent Material (TF2)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Other (Explain in Remarks)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)		
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)		
<input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)	<input type="checkbox"/> High Plains Depressions (F16) (MLRA 72 & 73 of LRR H)		
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)			

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____
 Remarks: _____
 Assumed hydric

Hydric Soil Present? Yes No

HYDROLOGY

Wetland Hydrology Indicators:	
Primary Indicators (minimum of one is required; check all that apply)	Secondary Indicators (minimum of two required)
<input checked="" type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)
<input checked="" type="checkbox"/> Saturation (A3)	<input checked="" type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) (where tilled)
<input type="checkbox"/> Sediment Deposits (B2)	<input checked="" type="checkbox"/> Crayfish Burrows (C8)
<input checked="" type="checkbox"/> Drift Deposits (B3)	<input checked="" type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)
<input type="checkbox"/> Water-Stained Leaves (B9)	

Field Observations:
 Surface Water Present? Yes No Depth (inches):
 Water Table Present? Yes No Depth (inches):
 Saturation Present? Yes No Depth (inches):
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
 S= surface and below

WETLAND DETERMINATION DATA FORM – Great Plains Region

Project/Site: Oklahoma JP 24356(07)	City/County: Arcadia/OK	Sampling Date:7-23-15
Applicant/Owner: ODOT	State: OK	Sampling Point:UPwF55
Investigator(s): JKT	Section, Township, Range: Sec. 29, T14N, R1W	
Landform (hillslope, terrace, etc.): field	Local relief (concave, convex, none): none	Slope (%): 0-1
Subregion (LRR):	Lat: 35.6651N	Long: 97.3190W
Soil Map Unit Name: Lomill silty clay loam, occasionally flooded	NWI classification: NA	Datum: NAD83
Are climatic/hydrologic conditions on the site typical for this time of year? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (If no, explain in Remarks)		
Are Vegetation <input type="checkbox"/> Soil <input type="checkbox"/> or Hydrology <input type="checkbox"/> significantly disturbed? Are "Norman Circumstances" present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
Are Vegetation <input type="checkbox"/> Soil <input type="checkbox"/> or Hydrology <input type="checkbox"/> Naturally problematic? (If needed, explain any answers in Remarks)		

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes _____	No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>			
Wetland Hydrology Present	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>			
Remarks:					

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
1.				Number of Dominant Species That Are OBL, FACW, or FAC (excluding FAC-): 1 (A)	
2.				Total Number of Dominant Species Across All Strata: 4 (B)	
3.				Percent of Dominant Species That Are OBL, FACW, or FAC: 25 (A/B)	
4.				= Total Cover	
= Total Cover				Prevalence Index worksheet:	
Sapling/Shrub Stratum (Plot size: _____)				Total % Cover of: _____ Multiply by: _____	
1.				OBL species	X 1 = _____
2.				FACW species	x 2 = _____
3.				FAC species	x 3 = _____
4.				FACU species	x 4 = _____
5.				UPL species	x 5 = _____
= Total Cover				Column Totals:	(A) _____ (B) _____
Herb Stratum (Plot size: _____)				Prevalence Index = B/A = _____	
1. <i>Cynodon dactylon</i>		Y	FacU	Hydrophytic Vegetation Indicators: ___ Dominance Test is > 50% ___ Prevalence Index is ≤ 3.0 ¹ ___ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
2. <i>Bouteloua dactyloides</i>		Y	FacU		
3. <i>Setaria</i> sp.		Y			
4. <i>Paspalum floridanum</i>		Y	FacW		
5. <i>Schedonorus arundinaceous</i>		Y	FacU		
6.					
7.					
8.					
9.					
10.					
= Total Cover					
Woody Vine Stratum (Plot size: _____)				Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>	
1.					
2.					
= Total Cover					
% Bare Ground in Herb Stratum _____					
Remarks					

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-8	7.5YR5/2	100					Silty clay loam	
8-16	7.5YR6/2	90	5YR5/8	20	OR	PL	Silty clay	Few, med

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :	
<input type="checkbox"/> Histosol (A)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> 1 cm Muck (A9) (LRR I, J)	
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Coast Prairie Redox (A16) (LRR F, G, H)	
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Dark Surface (S7) (LRR G)	
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> High Plains Depressions (F16)	
<input type="checkbox"/> Stratified Layers (A5) (LRR F)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	(LRR H outside of MLRA 72 & 73)	
<input type="checkbox"/> 1 cm Muck (A9) (LRR F, G, H)	<input checked="" type="checkbox"/> Depleted Matrix (F3)	<input type="checkbox"/> Reduced Vertic (F18)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	<input type="checkbox"/> Red Parent Material (TF2)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)	<input type="checkbox"/> Other (Explain in Remarks)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)	³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.	
<input type="checkbox"/> 2.5 cm Mucky Peat or Peat (S2) (LRR G, H)	<input type="checkbox"/> High Plains Depressions (F16)		
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR F)	(MLRA 72 & 73 of LRR H)		

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____
 Remarks: _____

Hydric Soil Present? Yes No

HYDROLOGY

Wetland Hydrology Indicators:	
Primary Indicators (minimum of one is required; check all that apply)	Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)
<input type="checkbox"/> Sediment Deposits (B2)	(where tilled)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Frost-Heave Hummocks (D7) (LRR F)

Field Observations:
 Surface Water Present? Yes No Depth (inches):
 Water Table Present? Yes No Depth (inches):
 Saturation Present? Yes No Depth (inches):
 (includes capillary fringe)

Wetland Hydrology Present? Yes No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

S= surface and below

N R C S COORDINATION

FARMLAND CONVERSION IMPACT RATING

PART I <i>(To be completed by Federal Agency)</i>		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
PART II <i>(To be completed by NRCS)</i>		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount of Farmland As Defined in FPPA Acres: %			
Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS			
PART III <i>(To be completed by Federal Agency)</i>		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
PART IV <i>(To be completed by NRCS)</i> Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V <i>(To be completed by NRCS)</i> Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI <i>(To be completed by Federal Agency)</i> Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
PART VII <i>(To be completed by Federal Agency)</i>					
Relative Value Of Farmland <i>(From Part V)</i>		100			
Total Site Assessment <i>(From Part VI above or local site assessment)</i>		160			
TOTAL POINTS <i>(Total of above 2 lines)</i>		260			
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)



United States Department of Agriculture

Natural Resources Conservation Service, 16664 N. Butler Road, Pauls Valley, OK 73075

405-612-9452

April 21, 2021

Scott Stegmann
CP&Y
2000 N. Classen Blvd., Suite 1410
Oklahoma City, Oklahoma 73106

RE: SH66 JP24356(07), Oklahoma County, Oklahoma.

Dear Mr. Stegmann:

In accordance with your request for environmental information on farmland soils we have completed and enclosed the AD-1006 (Farmland Conversion Impact Rating).

We see no adverse environmental impacts from this project. If you have any questions or need additional information, please do not hesitate contacting our office.

Sincerely,

Carl Woods

Carl Woods
Resource Soil Scientist
Pauls Valley Technical Service Office
Pauls Valley, OK 73075
405-612-9452

From: [Scott Stegmann](#)
To: brandon.burns@usda.gov
Subject: AD 1006 for SH-66, Oklahoma County, ODOT JP 24356(07)
Date: Thursday, April 08, 2021 11:00:00 AM
Attachments: [Oklahoma Co JP24356\(07\) Location Map.pdf](#)
[FPPA form 1006 - Oklahoma Co JP 24356\(07\).pdf](#)
[Oklahoma_3435607_NEPA_study_area.zip](#)
[24356\(07\)-ROW_Submit_Plan_Set.pdf](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Dear Brandon,

The Oklahoma Dept. of Transportation and Oklahoma County are in the final stages of a proposed project to grade, drain, and surface SH-66 in Arcadia (please see attached project location map). I have also attached SHP files of the study area boundary. Please find a copy of USDA Form AD-1006 for this referenced Federal action. In accordance with the current 7 CFR Part 658 - Farmland Protection Policy Act, Parts I and III of Form AD-1006 have been completed. Please complete the NRCS portions of these forms within the next 45 days and return one copy to me at the address below or to sstegmann@cpyi.com.

In addition, please let us know if the proposed projects would impact any NRCS structures or properties such as flood control dams, NRCS wetlands, etc. Your assistance is greatly appreciated. If you have any questions, please feel free to contact me.

Brandon, if there is any way you can expedite this review, that would be great!

Thank you,

Scott Stegmann
Associate



2000 N. Classen Blvd., Suite 1410
Oklahoma City, OK 73106
P: 405.835.2836 | C: 405.361.4792
sstegmann@cpyi.com | www.cpyi.com



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FLOOD PLAIN INFORMATION

David Saulsberry

From: Leslie Lewis
Sent: Thursday, January 08, 2015 1:36 PM
To: Daniel Nguyen
Cc: Eduardo Elder; Justin Hernandez; David Saulsberry
Subject: RE: Please proceed with current ROW submittal for - Oklahoma County JP#24356-04 SH 66 from 4 mi E of I35 E 1.63 mi

I will be submitting the no rise OWRB permit application for the project after PFR meeting has been conducted. This statement means that there is no changes to the FEMA flood map
Here ya go.

From: Daniel Nguyen
Sent: Thursday, January 08, 2015 1:00 PM
To: Leslie Lewis
Cc: Eduardo Elder; Justin Hernandez; David Saulsberry
Subject: FW: Please proceed with current ROW submittal for - Oklahoma County JP#24356-04 SH 66 from 4 mi E of I35 E 1.63 mi

Leslie,
Can you make the statement that David is asking for below?

From: David Saulsberry
Sent: Thursday, January 08, 2015 12:56 PM
To: Daniel Nguyen
Cc: Eduardo Elder
Subject: RE: Please proceed with current ROW submittal for - Oklahoma County JP#24356-04 SH 66 from 4 mi E of I35 E 1.63 mi

Now that this is settled and there will be no change to the plans, a final statement from the hydraulics engineer that our project will not cause a change to the FEMA flood map.

~~~~~  
David Saulsberry, CPM  
Project Manager, Div. 2 & Oklahoma County  
Environmental Programs Division  
Oklahoma Department of Transportation  
200 NE 21st Street, Oklahoma City, OK 73105  
Phone: (405) 521-2315 Fax: (405) 522-5193  
Email: [dsaulsberry@odot.org](mailto:dsaulsberry@odot.org)

---

**From:** Daniel Nguyen  
**Sent:** Thursday, January 08, 2015 11:37 AM  
**To:** David Saulsberry  
**Cc:** Eduardo Elder  
**Subject:** FW: Please proceed with current ROW submittal for - Oklahoma County JP#24356-04 SH 66 from 4 mi E of I35 E 1.63 mi

Tell me and Eduardo what you need to final out your document

---

**From:** Leslie Lewis  
**Sent:** Monday, January 05, 2015 2:51 PM  
**To:** Michael Kimbro; Steve Jacobi; Greg Allen; Daniel Nguyen; Justin Hernandez; Randy Woods; Eduardo Elder; Brian Taylor; Michael Pearson; Sabrina Green  
**Cc:** David Saulsberry; Gene Thomas  
**Subject:** Please proceed with current ROW submittal for - Oklahoma County JP#24356-04 SH 66 from 4 mi E of I35 E 1.63 mi

All,  
Good news! I have been in contact with Marc Utley. He is the hydraulic Engineer updating the Detailed FEMA flood model for the new softball field for the city of Edmond. He is providing me that study. There is no RCB in that study, therefore we can remove the bridge sized structure and proceed with the plans that were submitted to right of way replacing the bridge RCB with the roadway RCB. I will be submitting the no rise OWRB permit application for the project after PFR meeting has been conducted.

Please proceed with the plans as submitted to right of way. It is imperative that there be no change in the grade that was submitted to right of way.

Please do not hesitate to contact me with any questions you may have.

Leslie Lewis PE, CFM  
State Bridge Hydraulic Engineer  
[llewis@odot.org](mailto:llewis@odot.org)  
office 405-521-6500  
cell 405-625-5365

---

**From:** Leslie Lewis  
**Sent:** Tuesday, December 30, 2014 3:30 PM  
**To:** Michael Kimbro; Steve Jacobi; Greg Allen; Daniel Nguyen; Justin Hernandez; Randy Woods; Eduardo Elder; Brian Taylor  
**Cc:** David Saulsberry; Gene Thomas  
**Subject:** Notes from HC - Oklahoma County JP#24356-04 SH 66 from 4 mi E of I35 E 1.63 mi

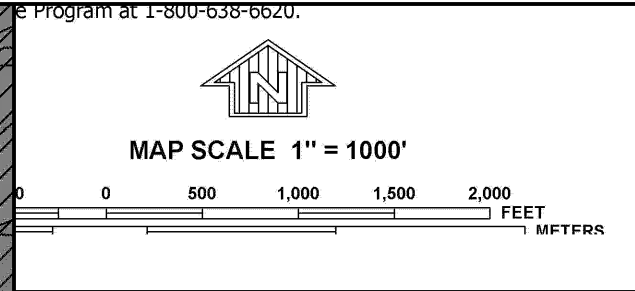
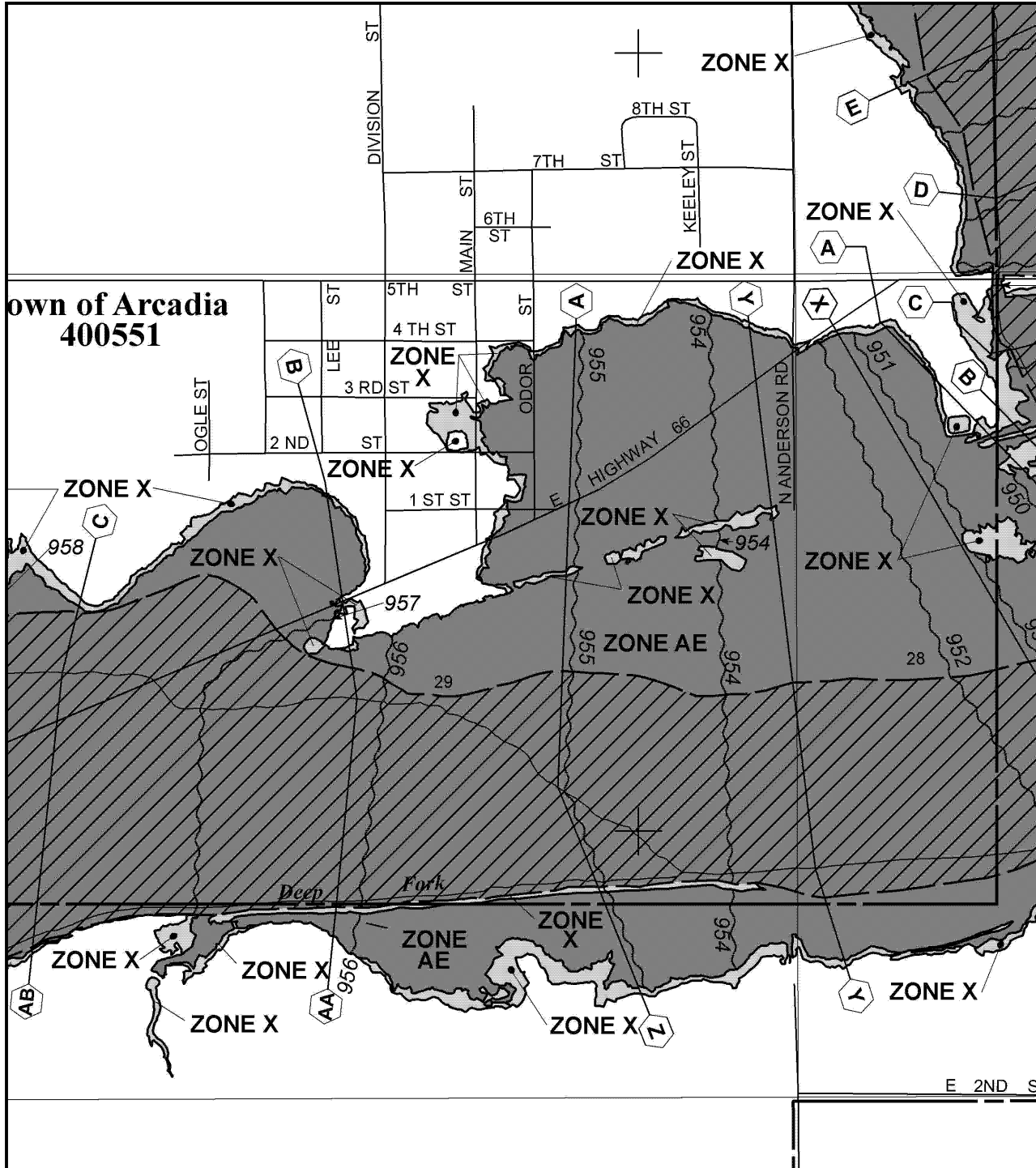
A hydraulic conference was held 12/30/2014

All improvements must be done on south and guardrail  
Eduardo will work on an alignment for that for the future  
Daniel will check with Brian Taylor regarding options with the city of Edmond regarding FEMA flood zones and their intent for improvements south of the existing alignment.

We will revise hydraulics as needed.

Preliminary hydraulics are attached for your reference

Leslie Lewis, PE, CFM



Town of Arcadia  
400551

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0090H

**FIRM**  
FLOOD INSURANCE RATE MAP  
OKLAHOMA COUNTY  
OKLAHOMA  
AND INCORPORATED AREAS

PANEL 90 OF 370

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| <u>COMMUNITY</u>                     | <u>NUMBER</u> | <u>PANEL</u> | <u>SUFFIX</u> |
|--------------------------------------|---------------|--------------|---------------|
| ARCADIA, TOWN OF                     | 400551        | 0090         | H             |
| EDMOND, CITY OF                      | 400252        | 0090         | H             |
| OKLAHOMA COUNTY UNINCORPORATED AREAS | 400466        | 0090         | H             |

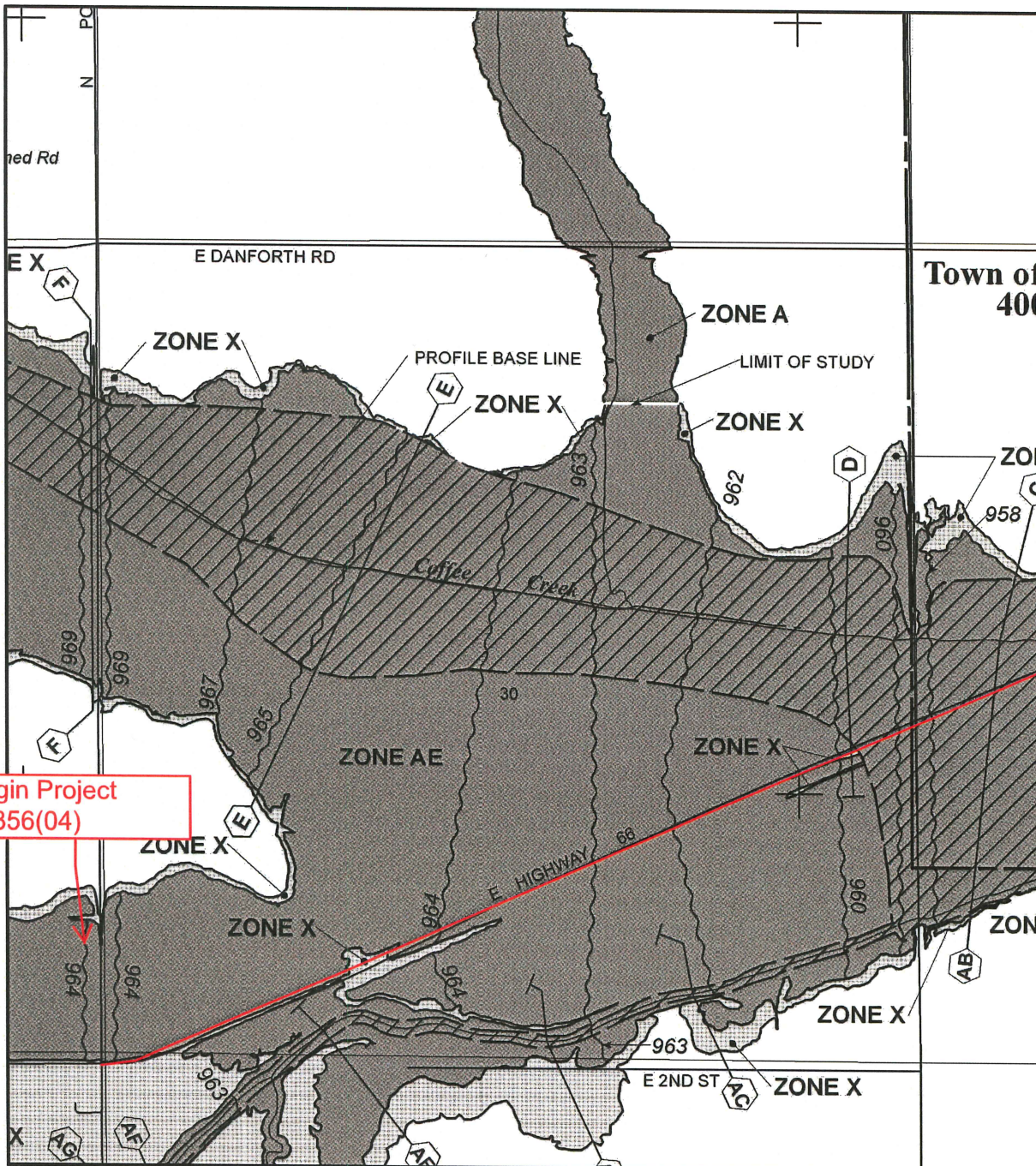
Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER**  
40109C0090H



**REVISED DATE**  
DECEMBER 18, 2009  
Federal Emergency Management Agency

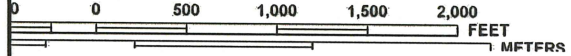
This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)



Program at 1-800-638-6620.



MAP SCALE 1" = 1000'



Town of 400

PANEL 0090H

NATIONAL FLOOD INSURANCE PROGRAM

**FIRM**  
**FLOOD INSURANCE RATE MAP**  
**OKLAHOMA COUNTY**  
**OKLAHOMA**  
**AND INCORPORATED AREAS**

**PANEL 90 OF 370**  
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| COMMUNITY                            | NUMBER | PANEL | SUFFIX |
|--------------------------------------|--------|-------|--------|
| ARCADIA, TOWN OF                     | 400551 | 0090  | H      |
| EDMOND, CITY OF                      | 400252 | 0090  | H      |
| OKLAHOMA COUNTY UNINCORPORATED AREAS | 400466 | 0090  | H      |

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**MAP NUMBER**  
**40109C0090H**

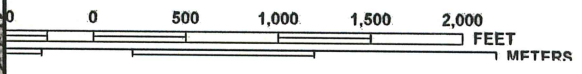
**REVISED DATE**  
**DECEMBER 18, 2009**  
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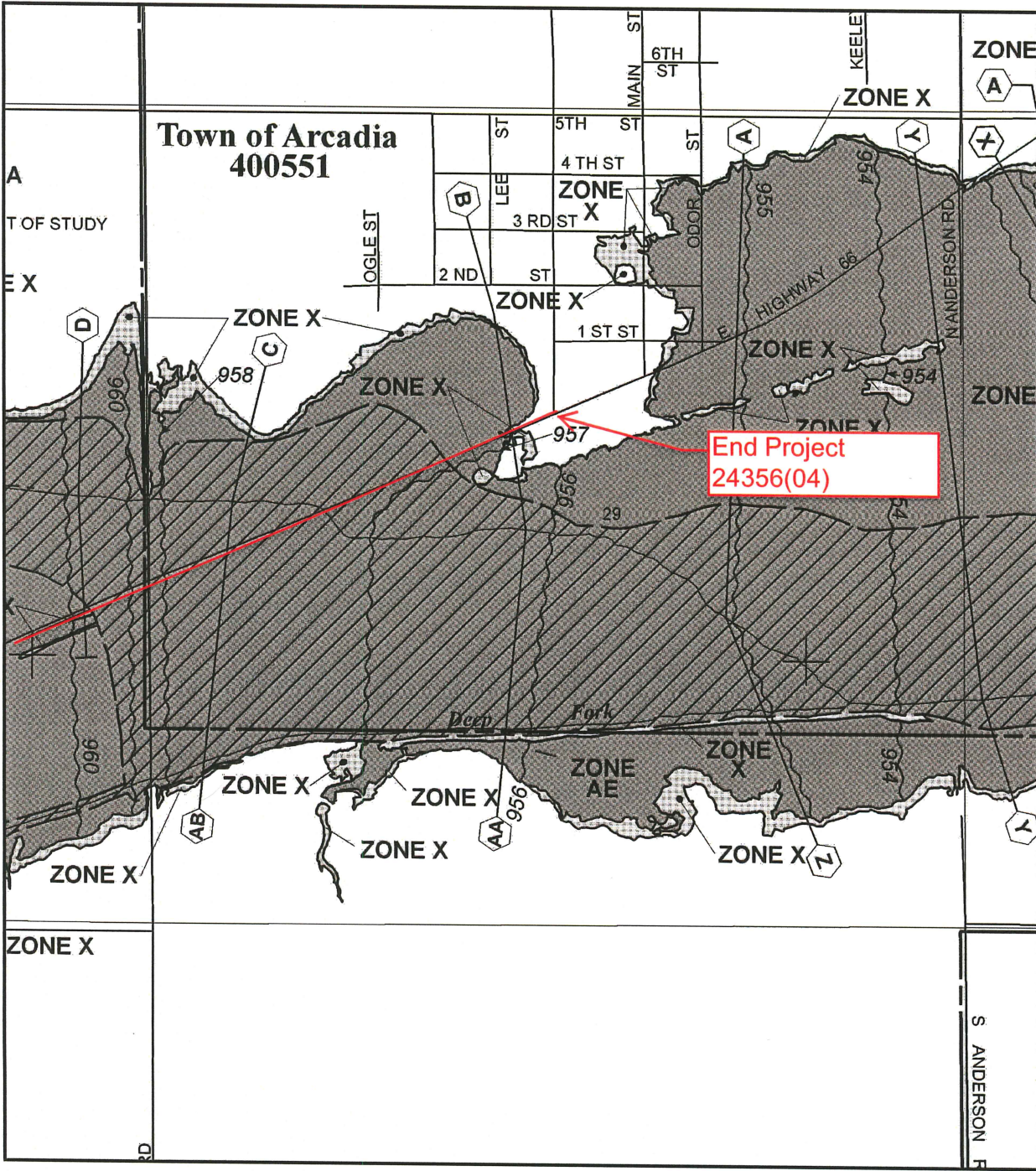
Program at 1-800-638-6620.



MAP SCALE 1" = 1000'



Town of Arcadia  
400551



PANEL 0090H

**FIRM**  
FLOOD INSURANCE RATE MAP  
OKLAHOMA COUNTY  
OKLAHOMA  
AND INCORPORATED AREAS

PANEL 90 OF 370  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

| COMMUNITY                            | NUMBER | PANEL | SUFFIX |
|--------------------------------------|--------|-------|--------|
| ARCADIA TOWN OF                      | 400551 | 0090  | H      |
| EDMOND, CITY OF                      | 400252 | 0090  | H      |
| OKLAHOMA COUNTY UNINCORPORATED AREAS | 400466 | 0090  | H      |

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40109C0090H

REVISED DATE  
DECEMBER 18, 2009  
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NATIONAL FLOOD INSURANCE PROGRAM

# **HAZARDOUS WASTE STUDIES**

**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SITE SCREENING REPORT – HAZARDOUS WASTE**

**Prepared By:** Evan Mace  
**Report Date:** 8/28/2018

**Project No.:** J2-4356(007)  
**J/P Number:** 24356(07)

**County:** Oklahoma

---

**1. PROJECT DESCRIPTION:** Re-evaluation: SH-66: Resurface and adding shoulders from 5.57 miles east of I-35 approximately 0.58 miles through Arcadia.

**2. LAND USE AND CHARACTERISTICS:** Agricultural, commercial and residential properties along an existing highway.

**3. PROJECT METHODOLOGY:**

**A. Records Search:**

- Electronic database search (vendor; report date:)
- Manual database search (LUST, CERCLA, VCP, Landfill), plus:
  - Sanborn Fire Insurance Maps
  - UST
  - Google Streetview
  - Aerial photos('95, '03, '08, '13, '17)
  - Oil and Gas Wells
  - Survey Report
  - RCRA CORRACTS
  - Agency files:
  - Other: ISS 9/1/2015

**B. Interviews/Contacts:** None conducted.

**C. Field Investigation:**  Visit (date: )  No Visit

**4. RESULTS OF INVESTIGATION:**

**A. Physical Features in Immediate Project Area (USTs, AST, Others):** LUST site located at 207 East Highway 66.

**B. Evidence of Contamination (Vegetation Damage, Staining, Sheen):** None noted.

**C. Summary:**  No concerns identified in project area.  
 Potential sources of contamination identified in project area.  
 Known sources of contamination identified in project area.

**5. RECOMMENDATIONS:**

- Approval to Proceed (No Further Action)
- Approval to Proceed, Pending:
  - Avoidance of described site(s)
  - Plan Notes regarding described site(s) (See Section 6)
  - Additional investigation by ODOT
- Approval NOT Recommended

**6. PLAN NOTES:** See attached LUST site memo.

**7. GENERAL COMMENTS:** An ISS was performed on this project on 9/1/2015 which identified one hazardous waste risk to construction. There is one OCC registered LUST site located within the project area (see attached map). The plan note that was drafted as part of the initial ISS is still in effect but will be updated with station numbers for the LUST site. Conditions have not changed at this site, therefore, there are no other environmental concerns.

This report is based solely upon the interpretation of the available information and documents reviewed, and when indicated, visual observations of the proposed project and its vicinity. This report is intended for the sole use of ODOT. It should be recognized that this report was not intended to be a definitive investigation of contamination on any proposed project. Given the scope of the limited services undertaken, it is possible that currently unrecognized contamination may exist at any property and that the levels of this potential contamination may vary. Opinions and recommendations presented therein apply to existing conditions and those reasonably foreseeable.



**DATE:** August 28, 2018  
**TO:** Roadway Design Division, Project Management Division  
**FROM:** Environmental Programs Division  
**SUBJECT:** **SH-66: Resurface and adding shoulders from 5.57 miles east of I-35 approximately 0.58 miles through Arcadia; Oklahoma County; Project No. J2-4356(007); JP No. 24356(07).**

A leaking underground storage tank (LUST) site is located on the north side of SH-66, approximately 250 feet east of Main Street in Arcadia, OK. Please have the LUST site location added to the plan and profile sheets by placing a box in the appropriate location with the Oklahoma Corporation Commission (OCC) facility number, case number, and denoting it as a LUST site.

Please have the following added to the “Environmental Mitigation Notes” of the project plans per Policy Directive C-201-2D(2):

| Station                  | OCC Facility No./Case No. | Facility     |
|--------------------------|---------------------------|--------------|
| 454+50 to 456+50 25ft LT | 55-12920/064-2323         | 66 Lake Stop |

**Petroleum contamination may exist at or near the referenced Leaking Underground Storage Tank (LUST) site. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT’s Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3050 for assistance.”**

This mitigation measure should be discussed at all pre-work conferences per Policy Directive C-201-2-E(1). If you have any questions, please contact Evan Mace at (405) 521-3651.

EMM

Xc: NEPA Project Manager  
Division 4 Engineer  
Right-of-Way & Utilities Division

**JP#24356(07)**

OCC LUST Database

**Legend**

 **Arcadia**

**LUST Site**  
OCC Facility No. 5512920  
OCC Case No. 064-2323  
66 Lake Stop  
207 E Hwy 66  
Arcadia, OK 73007

**UST Sites**

**Project Area**

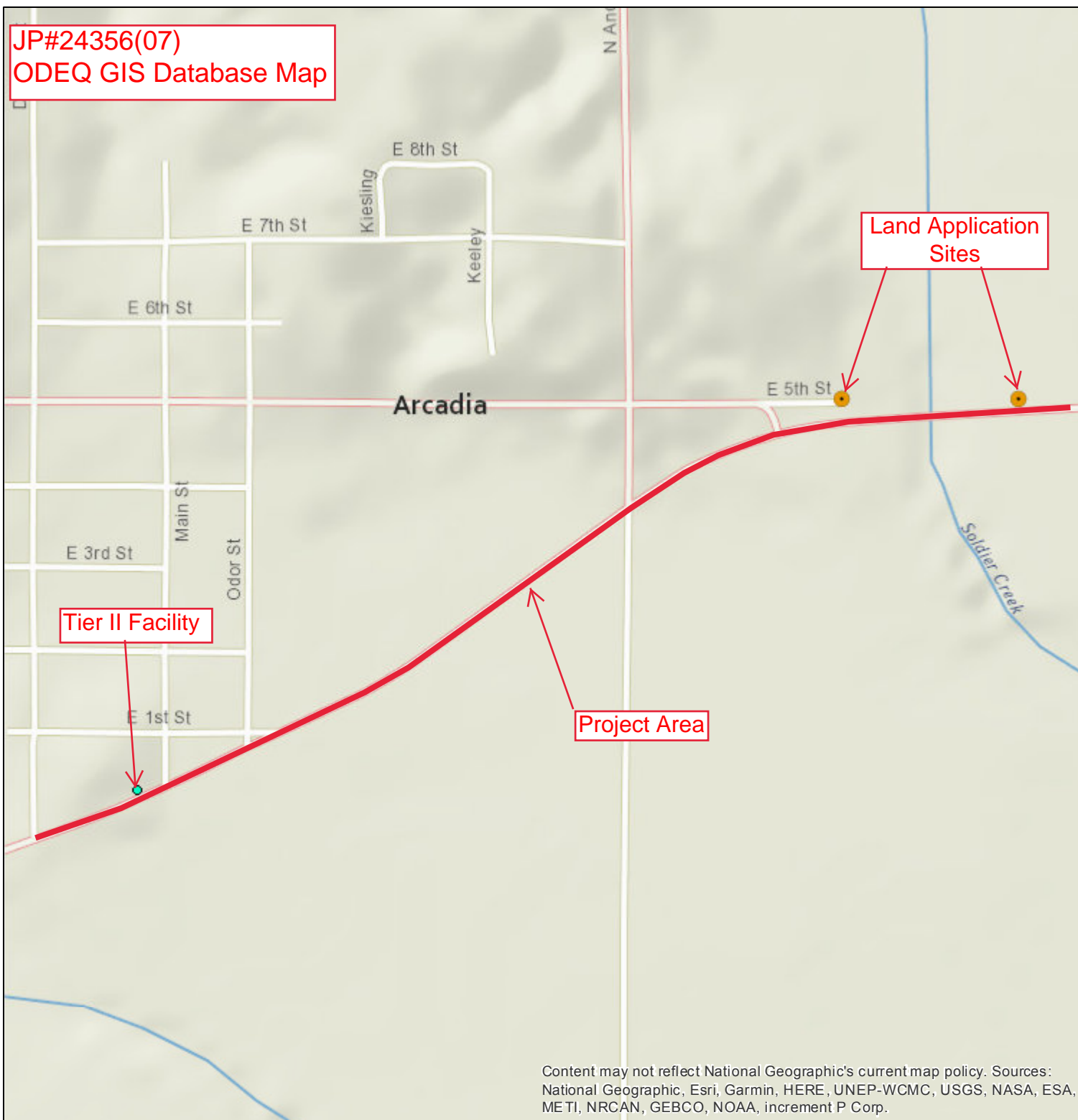
Google earth

© 2018 Google



2000 ft

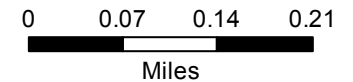
JP#24356(07)  
ODEQ GIS Database Map



# Oklahoma Department of Environmental Quality

## Legend

-  RCRA Corrective Action
-  Superfund Sites
- Oklahoma Star Incentive Program**
  - Environmental
  -  Performance Recognition Program
  -  Platinum
  -  Gold
  -  Silver
  -  Voluntary Cleanup Program Sites



Date: 8/28/2018

We make every effort to provide and maintain accurate, complete, usable, and timely information. However, some data and information on this map may be preliminary or out of date and is provided with the understanding that it is not guaranteed to be correct or complete. Conclusions drawn from, or actions undertaken on the basis of, such data and information are the sole responsibility of the user.



Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

# **PUBLIC INVOLVEMENT**

March 15, 2016

Oklahoma Department of Transportation  
Environmental Programs Division  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105

Re: Planned Highway 66 Improvements

Dear Mr. Vermillion,

I am a farmer and property owner on Highway 66 (HWY 66), and my 160-acre property is located on the Southeast corner of Indian Meridian and HWY 66.

I recently attended the public meeting last week in Arcadia, and would like to thank everyone representing ODOT at the meeting; your patience with some of the attendees is remarkable. I could have brought a group of 5<sup>th</sup> graders that would have listened to your opening statements and proposal that would have had better comments and questions, as compared to the bicyclists, the woman wanting Luther Road to HWY 105 paved, the gentleman that wanted Triple XXX Road paved to the Turnpike, and the want-to-be-engineer that questioned your qualifications. Thank you for addressing those with complaints outside of your purview with professionalism, and decorum.

I would like to bring to your attention, an area of concern, labeled "Project 2" from the East side of Arcadia to Luther. Most of the land is zoned Agricultural along HWY 66. I support any and all improvements. The eight-foot shoulder will certainly help moving farm equipment on HWY 66 (most farm equipment is over 12 feet wide). I have personally been hit two times in the last few years moving my tractor and implements down the highway. The improvement to add a shoulder to the HWY 66 will alleviate farm equipment taking up both lanes of traffic.

While the shoulder widening is welcomed, there are other issues along HWY 66 as it currently runs. Until 2010, I had a five-wire fence around my property. IN 2010, I removed the fence along HWY 66 due to all of the vehicles running off the highway on the curve East of the Boundary Restaurant, and through my fence. I would have six to eight vehicles a year running through my fence. Every time I would splice it back together, I could never get the wires back to their original tightness; it became an ugly mess of a fence.

A few years ago, a good friend of mine – Randy Kolar at Arcadia, was hit head on by a woman with children in her car. Both vehicles wound up in my field, on that curve. All were seriously injured; Randy had pins in his legs, several months of rehabilitation, and missed several months of work. The previous owner's of the Boundary Restaurant had the building condemned after a lady, with her grand-daughter in her car, ran off the curve and straight in to the building. This wreck occurred at 10 o'clock in the morning, on a Sunday. The car was halfway inside the kitchen when it finally cam to a stop. Luckily, no one was inside the building at the time of accident.

On Saturday, March 5, 2016, a vehicle ran off of that curve and hit Donnie Samara's vehicle, the Restaurant operator, which had been parked in front of the Boundary Restaurant. It totaled

Donnie's vehicle. On Friday, March 11, 2016, two vehicles collided on that curve, and wound up in my field. Police, Fire trucks, and ambulances were on the scene. The frequency and severity of accidents along this curve are wasting valuable resources; the curve should be taken out.

My proposal is to straighten HWY 66 from Indian Meridian to Hiwassee Road. The new highway can be taken straight down Danforth Road. This would fix the intersections at both Indian Meridian and Hiwassee. Leave the old road for the bicyclists and tourists, but build a safe road for those of us that use it everyday. Years ago, the curves were removed on HWY 66 coming into Luther on the west side of town. HWY 66 was straightened and it eliminated untold numbers of wreck and deaths.

It is just a matter of time before someone is killed on the curves on the on HWY 66 East of Indian Meridian.

In addition, the hill located one-quarter mile west of Peebly Road needs to be lowered. In 2013 my neighbor, and good friend, Jim Partin was killed on that hill by a woman that was passing cars uphill in his lane. He was traveling to Luther in the morning to eat breakfast, the sun was in his eyes, and he had no sight distance warning. He had nowhere to go, due to timing and a lack of shoulder on the road; he died instantly. Moreover, Lutheran Road also access HWY 66 from the North on the West side of that hill. The people living on Lutheran Road also have very little sight distance as they turn onto HWY 66. There have been several wrecks there also.

As the earliest we will see improvements to HWY 66 is 2019, the trees on the North side of HWY 66, West of Triple XXX Road need to be removed. These trees are on State Right-of-Way property. I use this road, in addition to family living on Triple XXX Road, and travel through that intersection daily. In the summer time, when the leaves and under-brush are in full bloom, drivers must pull their vehicles almost onto HWY 66 to see oncoming traffic from the West. This is a flat intersection and shouldn't have this problem. Triple XXX Road handles much of the traffic from the OG&E Power plant, as well as, citizens living North of Luther.

Thank you for your time and consideration,

Best regards,

John Tytenicz, Jr.

September 24, 2014

Joe Echelle, P.E., MBA  
Division 4, Headquarters  
Oklahoma Department of Transportation  
P. O. Box 471  
Perry, OK 73077

Dear Mr. Echelle:

This is a follow-up to the meeting held with Oklahoma Department of Transportation staff, representatives of Aubrey McClendon's property interest and the Town of Arcadia. First let us discuss how improvements will enhance Arcadia.

#### **Economic Impact**

A major portion of Arcadia's annual budget is generated from sales tax as a result of tourism related activities. People come to the Arcadia Area to Cruise Route 66, visit POPS, visit the Round Barn and view other historic places in the area. Visitors come to Arcadia because they want to see the original Highway 66. The charm, history and the atmosphere that makes up the "Mother Road" brings travelers from all over the world to experienced America as it should be experienced.

Oklahoma State Highway 66 (Route 66) has been designated a National Scenic Byway. The mission of the National Scenic Byways Program is to provide resources to the byway communities by creating a unique travel experience and enhancing local quality of life through efforts to preserve, protect, interpret and promote the intrinsic qualities of designated byways. Towards that mission Arcadia vividly wants to preserve as much of Highway 66 as possible.

#### **Improvements that will benefit Arcadia**

The Town of Arcadia makes the following recommendations with regards to improvements to Highway 66 in Arcadia.

- Improve the drainage of Highway 66 from Odor Street in Arcadia to Anderson Road. This is a much needed project as standing water creates a health hazard with mosquitoes during the summer months.
- As discussed, ODOT could identify, replace and/or improve drainage culverts along or under Highway 66 to accomplish this project.

- Resurface the 2 lane Highway from Westminster Road to Anderson Road.
- Widen and improve the shoulder of the 2 lane Highway 66 from Westminster Road to Anderson Road, as feasible and appropriate.
- Create bicycle lane or walking trail on the shoulder between Westminster Road to Anderson Road, as feasible and appropriate.
- Improve visitor parking at the Washington Irvin monument located at the Southwest corner of Anderson Road and Highway 66.
- Install lighting along the 2 lane portion of Highway 66 from Westminster Road to Anderson Road, as appropriate. Lighting will connect various tourism sites in Arcadia such as POPS and the Round Barn.

We await with great expectation your response with regards to the feasibility of the improvements identified and a time frame for work to be accomplished.

Respectfully,

Marilyn Murrell, Mayor

ec: K. Streeter



# Oklahoma Department of Transportation

Project Management Division (405)522-7601 Fax (405) 522-7612 Room 1C6

**DATE:** August 20, 2014  
**TO:** Meeting Attendees  
**FROM:** Daniel Nguyen, Division 4 Project Manager  
**SUBJECT:** Discussion about SH-66 projects

---

## Overview

- Representatives from ODOT are meeting with stakeholders, including majority land owners and the representatives from Arcadia to discuss highway improvements through the corridor from Post road east to the county line.
- The current plans show a 4-lane facility from Post road to Westminster road. Following that project, a resurface would occur on the current facility through the city of Arcadia. From the east side of Arcadia, the roadway would be a two-lane facility with 8 foot shoulders on either side to the county line.
- The stakeholders felt they have not been properly informed of the current plans and wanted to discuss the corridor in more detail

## Post Road to Westminster

- There was concern from the stakeholder that terminating the 4-lane facility at Westminster would cause a safety concern.
- Brian Taylor and Joe Echelle explained that the eastbound traffic would transition from 2 through lanes to one through lane before Westminster and allow a dedicated right turn lane onto Westminster. In addition, the westbound traffic would have two through lanes starting at Westminster.
- Based on ODOT's description, the stakeholders agreed with the solution

## Westminster to Division St

- This facility is already a 2-lane roadway with 8-10' shoulders. ODOT's plan is to resurface this section, but have no widening.
- It was also discussed that the bridge over Coffee Creek is wider than necessary for the 2-lane with shoulders. Joe Echelle explained that this was necessary for construction and there wasn't enough room for any additional lanes.

## Through Arcadia

- ODOT's understanding is that the city of Arcadia and stakeholders would prefer minimal work through Arcadia, which ODOT has limited to resurfacing the current facility

- Mayor Murrell expressed that this is not the desire of Arcadia and they have a want for drainage improvements, lighting, a walking/bike path and other improvements.
- Brian Taylor asked that Mayor Murrell send him the past letters the city of Arcadia has sent to ODOT. He asked to ensure the letter represented the latest desires from Arcadia.
- Brian Taylor expressed that he didn't believe that improvements to the shoulder, additional parking, and trails would be able to be done in the current right of way.
- Paul Green provided an aerial produced by Roadway Division which shows an estimate of the required ROW needs for adding shoulders onto the roadway. This aerial was for an open-graded section and not for curb and gutter, which would reduce the ROW needs.
- Mayor Murrell expressed that there is substantial ponding water and that adequate drainage needs to be done to fix this issue. ODOT confirmed that if they are reconstructing the facility that the drainage would be reviewed to fix the issue.
- The current Annual Average Daily Traffic through Arcadia on SH-66 is approximately 5,000.
- Paul Green expressed that changing the scope of the current project (resurfacing in 2018) would require the project to be shifted in the 8 year workplan to around 2020 or later. This is due to additional design needs, along with additional right of way needs. In addition, the current budget of 2018 is fiscally constrained, which would prohibit large estimate increases.
- The majority landowner owns the south side of SH-66 from Westminster to Anderson road and is interested in helping with the safety of this area.

#### **East of Arcadia**

- Plans are in development to have a 2-lane facility with 8 foot shoulders.



**From:** [Paul D Green](#)  
**To:** [Daniel Nguyen](#)  
**Subject:** Fw: Improvements to Highway 66  
**Date:** 07/05/2013 02:03 PM  
**Attachments:** [Ltr to Ridley 7-5-2013.doc](#)

---

FYI  
Paul D. Green, P.E.  
Division Engineer  
ODOT-Division 4  
P.O. Box 471 (mailing)  
Perry, OK 73077  
(580) 336-7340  
(580) 336-7350

---

**From:** Public Mailbox  
**Sent:** 07/05/2013 02:00 PM CDT  
**To:** Paul Green  
**Cc:** Gary Ridley; Mike Patterson; Cole Hackett  
**Subject:** Fw: Improvements to Highway 66

Paul, this was sent to the Public In-box. Your help is greatly appreciated, could you please respond directly to the email below. Thank you for continuing to cc me on all emails. Thank you again Paul for all your time and help!

Follow us on Twitter @OKDOT and YouTube or visit [www.okladot.state.ok.us](http://www.okladot.state.ok.us)  
Oklahoma Department of Transportation  
405-522-8000

----- Forwarded by Arla McCarty/ODOT on 07/05/2013 01:11 PM -----

"Marilyn Murrell"  
<mayorm@townofarcadia.com>

To <odotinfo@odot.org>  
cc  
Subject Improvements to Highway 66

07/05/2013 12:46 PM

Please respond to  
<mayorm@townofarcadia.com>

See attached letter to Secretary Gary Ridley regarding a ODOT Project to make improvements to State Highway 66.

Mayor Marilyn Murrell  
TOWN OF ARCADIA, OK  
217 N. Main Street  
P. O. Box 268

Arcadia, OK 73007-0268  
(405) 396-2899  
(405) 396-2869 - Fax  
(405) 308-0735 mobile

email: [mayorm@townofarcadia.com](mailto:mayorm@townofarcadia.com)  
Web Page: [www.townofarcadia.com](http://www.townofarcadia.com)

***TAKE LIFE AS YOU FIND IT - BUT DON'T LEAVE IT SO***



**Unity ~ Pride  
Commitment**

**Marilyn Murrell**  
Mayor

**James H. Woodard**  
Vice Mayor

**Marcus Woodard**  
Trustee

**Gloriana Prim**  
Treasurer

**Gloria Prim**  
Town Clerk

**Gerald McCauley**  
Chief of Police

**Doris Hardimon**  
Fire Chief

## **Town of Arcadia**

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Arcadia, OK 73007

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Web Site [www.townofarcadia.com](http://www.townofarcadia.com) E-mail [TownHall@townofarcadia.com](mailto:TownHall@townofarcadia.com)

July 5, 2013

Mr. Gary Ridley, Secretary  
Oklahoma Department of Transportation  
200 N. E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105

RE: State Hwy 66 Improvement Project  
Post Road to the Oklahoma/Lincoln County Line  
July 2011

Your agency introduced the referenced project to citizens of central Oklahoma County in 2011. A public Hearing was held August 26, 2011. When I met with you and representative we met We have not heard anything regarding the project since.

As I stated in my correspondence to you, Arcadia welcomes improvements to Highway 66 particularly items we discussed in our meeting with State Representative Moore and Oklahoma County Commissioner Vaughn such as walking and/or bike trails and lighting between our famous tourism sites in Arcadia: The Round Barn and POPS. Standing water is along Highway 66 within Arcadia is also a problem that needs to be addressed.

Many citizens have made inquiries regarding the status of the project. I would appreciate an update.

Respectfully,

*Marilyn Murrell*

Marilyn Murrell, Mayor

Cc: Rep. Lewis Moore  
Senator Clark Jolley



*Unity ~ Pride  
Commitment*

*Marilyn Murrell  
Mayor*

*James H. Woodard  
Vice Mayor*

*Marcus Woodard  
Trustee*

*Gloriana Prim  
Treasurer*

*Gloria Prim  
Town Clerk*

*Gerald McCauley  
Chief of Police*

*Doris Hardimon  
Fire Chief*

# *Town of Arcadia*

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# **2011 PUBLIC MEETING SUMMARY**

## SH66 Corridor Public Involvement

The Oklahoma Department of Transportation identified the SH66 Corridor in Oklahoma County as needing improvement from Post Road east to the Lincoln County Line. There are 3 distinct sections along the corridor with different contexts. The first section, begins at Post Road (where SH66 is currently a 4 lane undivided highway facility), to Westminster Road, can be characterized as suburban, transitioning to a small town development pattern east of Westminster. The second section is a 2 lane highway servicing the tourism traffic to historic sites and local traffic in the Town of Arcadia, and the third section is 2 lane highway servicing more rural land uses from near Anderson Road east to the Lincoln County Line. ODOT programmed several projects to improve the traffic flow and safety in the corridor. In order to gauge public interest in these issues, the Department held a public meeting on July 26, 2011 at the Arcadia Community Center to inform the public and solicit input about potential improvements to SH 66.

One hundred seventeen (117) property owners along Route 66 from Post Road to the Oklahoma/Lincoln County Line were notified of the proposed improvements (focused in sections 1 and 3, as described above) and sent an invitation to the meeting. Forty one (41) stakeholders and public officials, including representatives of the Oklahoma Route 66 Association, the Oklahoma Byways Program at University of Oklahoma Outreach, the Oklahoma Bicycle Society, the Oklahoma Bicycling Coalition, Oklahoma Department of Tourism and the Cities/Towns of Edmond, Arcadia, Oklahoma City and Luther were notified of the proposed improvements and sent an invitation to the meeting. Ninety (90) people were in attendance.

Fifty six (56) written comments were received. Most of the comments focused on desired improvements within the Town of Arcadia, outside the scope of planned improvements presented at the meeting. A letter was received from the Mayor of Arcadia, members of the public and elected officials all expressing concern for the projects and the impacts they could have to the Arcadia area and tourism associated with Route 66. The ODOT Chief Engineer met with the Mayor of Arcadia to discuss the different projects as proposed, including the expansion of SH 66 to a 4 lane roadway from Post Road to Westminster, based upon current and proposed future traffic counts. Work was not planned in the Town of Arcadia due to the concern that the design of a project through town could significantly change the character of the town. The sentiment from the Town of Arcadia and many in attendance at the meeting would support and encourage improvements through town, if conducted in a manner that reflected the importance of tourism, Route 66, and the historic sites in town.

In a letter from July 5, 2013, Mayor Murrell again reiterated the Town of Arcadia's support for improvements to SH66, specifically walking and/or bike trails, in the Post to Westminster project and the desire for drainage improvements through Arcadia. In August of 2014, a meeting with various stakeholders for the corridor was held. Those in attendance included representatives from ODOT Division 4, ODOT Project Management Division, Mayor Murrell and other town representatives, representatives with Arcadia Farm, LLC and Pops Restaurant. The section from Post Road to Westminster was discussed, and consensus reached that the project scope as proposed was acceptable. For the section from Westminster through Arcadia, The Town of Arcadia expressed a desire for drainage improvements, lighting, a walking path/bike/path, etc., instead of the limited scope resurfacing-only project ODOT has proposed in order to limit disturbance to the historic setting of SH 66 in town.

Based on the public and stakeholder involvement, ODOT will provide improvements in the corridor as follows:

Section 1 – Add capacity and improve safety on SH 66 by expanding SH-66 symmetrically to a 4-lane undivided facility with 4 – 12 ft wide driving lanes and 8 ft wide paved shoulders on existing alignment from just east of Post Road to Westminster Road.

Section 2 – Identify and make context sensitive improvements to the 2 lane highway through the Town of Arcadia, addressing drainage problems and pedestrian safety, while being sensitive to the tourism, Route 66 and historic concerns, through a collaborative process of stakeholder and public involvement.

Section 3 – Add shoulders and resurface the existing 2 lane highway, making safety improvements as warranted.



# **PUBLIC COMMENTS**



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Commitment**

**Marilyn Murrell**  
Mayor

**James H. Woodard**  
Vice Mayor

**Marcus Woodard**  
Trustee

**Shirley Cox**  
Treasurer

**Gloria Prim**  
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Chief of Police

**Doris Hardimon**  
Fire Chief

## Town of Arcadia

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**RECEIVED**

August 30, 2011

SEP 02 2011

DIRECTOR  
OPERATIONS

Casey Shell, P. E.  
Director of Operations  
Oklahoma Department of Transportation  
200 N.E.21st Street  
Oklahoma City, OK 73105

Dear Mr. Shell:

I appreciate the follow-up summary of our meeting of August 2, 2011 and the requested information that you provided. You seem to have included all of the discussion.

We will, indeed, review the additional information that you have provided and have discussions regarding the proposed changes to Highway 66. I will forward a list of addresses for persons who should receive an invitation to the next public hearing.

The improvements to Highway 66 in Arcadia that you identified seem reasonable and will probably appeal to the citizens. I think standard lighting systems would be adequate to meet the desires of our citizens. Of course we would want to get more details during our discussions.

Be assured that we want the improvements through Arcadia added to the Phase 1 project.

The flashing pedestrian sign at the Round Barn will be a welcomed addition by everyone. We look forward to follow up contact from ODOT as we move toward a project that we can all support and appreciate.

Best Regards,

Marilyn Murrell, Mayor

c: Ridleg, Evans, Paul Green, Streb, Shell



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
Director of Operations  
200 N.E. 21<sup>st</sup> Street, Oklahoma City, OK 73105

August 9, 2011

Mayor Marilyn Murrell  
217 N. Main Street  
Arcadia, OK 73007

Subject: Project # STPY-155C(610)SS, State Highway 66 between Post Road and Division Street in Arcadia.

This letter is a summary of our meeting at City Hall on August 2, 2011. First let me say thank you for allowing us the time to try to explain the logic behind the preliminary scope of the projects on both sides of Arcadia. You made some valid points that we shall include in our future plan development and maintenance in the area. Please allow me to summarize, to the best of my ability, the issues discussed and commitments made that day.

Representative Moore and you expressed concerns on behalf of the community in regards to the 4 laning of SH-66 from Post Road East to the Coffee Creek Bridge and the lack of community involvement and comment allowed.

The decision to propose an improvement of 4 lane roadway was based upon current and proposed future traffic counts coupled with the potential for accidents as a result of a roadway close to capacity. Without doubt the condition will continue to worsen as traffic volumes increase. It was advised that the City of Arcadia should take a hard look at the situation now and in the future before deciding that they are opposed to the 4 lane section.

Another public meeting will be scheduled to discuss in detail the proposed plan as well as a 2 lane with shoulders alternative and a "do nothing" alternative. I have included a list of names and addresses of those on the mailing list who were to receive invitations to the meeting. If you would be so kind as to provide names and addresses of any others that would like to receive the next invitation, it would be appreciated. The address of the meeting location on the first invitation was incorrect and that will be corrected.

The omission of any work within the City of Arcadia was brought to our attention as a concern.

Work was not planned in the City of Arcadia due to the concern that the design of a project through town could significantly change the character of the town. At a minimum, ADA compliant ramps and sidewalks would be constructed, driveways and street returns reconstructed to current standards and widths, lighting, and drainage systems added to handle the stormwater within the Right of Way would be installed. The additional cost of non-standard lighting systems would not be funded by ODOT. The

apparent sentiment was that the City of Arcadia would support and encourage the improvements through town. This could be either added to the Phase 1 project West of Town or the Phase 2 project East of town. Another possibility might be a simple overlay through town utilizing our maintenance funding which could take place essentially at any time.

There was a concern involving pedestrian traffic crossing SH-66 from the parking lot on the South side of the road to the Red Barn on the North. Previously a flashing pedestrian crossing sign was denied.

ODOT is currently preparing a maintenance agreement for a flashing pedestrian sign. Once it is executed, the signs will be erected as requested and the crossing will be re-stripped to meet current guidelines.

As committed by ODOT, I have included as an attachment an e-mail and map detailing where the traffic counts were taken and what the raw data indicated the traffic counts to be. There will be a pre-public meeting set up with city officials to discuss the content of the public meeting prior to the scheduling of the public meeting.

If there are item I have omitted or incorrectly represented please let me know and I will add them to this correspondence and re-send it to all parties involved.

Sincerely



Casey Shell, P.E., Director of Operations

Xc: Secretary Ridley  
Representative Moore  
Commissioner Ray Vaughn  
Commissioner Willa Johnson  
✓ David Streb  
Paul Green  
File



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*Marilyn Murrell*  
Mayor

*James H. Woodard*  
Vice Mayor

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*Shirley Cox*  
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# Town of Arcadia

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*TR: David of DA 8/31/2011*

*[Redacted signature]*

August 2, 2011

RECEIVED  
AUG 02 2011  
DIRECTOR'S OFFICE

Gary Ridley, Director  
Oklahoma Department of Transportation  
200 N.E. 21<sup>st</sup>  
Oklahoma City, OK 73105

Dear Mr. Ridley:

The Town of Arcadia wishes to go on record and opposes the proposed "improvements" suggested by ODOT that will turn portions of State Highway 66 in the Arcadia area into four (4) lanes beginning at Post Road and ending at the Coffee Creek Bridge. This same proposal however, does not provide any improvements along the balance of Highway 66 that runs directly within the city limits of Arcadia.

The current changes proposed by ODOT to widen Highway 66 to four (4) lanes would severely damage the value of the "Mother Road" as a nostalgic part of Oklahoma and U.S. history as well as have detrimental economic impact for the Arcadia area.

### Economic Impact

A major portion of Arcadia's budget is generated from tourism related activities. People come to the Arcadia area to cruise Route 66, visit Pops, visit the Round Barn, etc. Visitors come to Arcadia because they want to visit the original Highway 66. If Highway 66 is converted into a 4 lane road, it will lose much of its tourism value.

The charm, the history, and the atmosphere that make up "The Mother Road" bring travelers from all over the world to experience America the way it should be experienced - down a stretch of highway where "anything goes" is literal.<sup>1</sup>

<sup>1</sup> [travelOK.com](http://travelOK.com) – The official Website for the Oklahoma Tourism and Recreation Department (Oklahoma Department of Commerce)

## **Historic Impact**

Governor Fallin recently announced that State Highway 66 (Route 66) has been designated a National Scenic Byway. The National Scenic Byways Program is part of the U.S. Department of Transportation and the Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States.<sup>2</sup>

“Our mission is to provide resources to the byway community in creating a unique travel experience and enhanced local quality of life through efforts to preserve, protect, interpret, and promote the intrinsic qualities of designated byways.”<sup>2</sup> The ODOT Proposed changes is in conflict with the mission of the National Scenic Byway Program.

ODOT representatives have stated that the justification for the proposed changes to turn portions of Route 66 into four (4) lanes is to alleviate congestion. Arcadia officials have not observed congestion or a significant increase in traffic accidents in the area.

Additionally, the proposed changes refer to there being a need for 4 lanes of roadway from Post Road east to Coffee Creek Bridge in Arcadia, but no further. Our analysis indicates that the ODOT proposed Changes would in fact create congestion. These proposed changes would require traffic traveling on the proposed 4-lanes of Highway 66 to reduce back to using 2-lanes of highway after passing the Coffee Creek Bridge near Division Street and the Round Barn which are major turn-offs into Arcadia. This will inevitably create the potential for congestion and or accidents.

## **Alternative Improvements that will benefit the Town of Arcadia**

As alternatives to the proposed changes, the Town of Arcadia makes the following recommendations for consideration:

- Resurface the 2-lane Highway 66 from Post Road to Anderson Road, as required.
- Widen and improve the shoulder of the 2-lane Highway 66 from Post Road to Anderson Road, as appropriate.
- Create bicycle lanes on the shoulders of the 2-lane Highway 66 from Post Road to Anderson Road, as appropriate

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<sup>2</sup> byways.org - Taken from Official Website for the National Scenic Byways Program

- Improve the drainage of the 2-lane Highway 66 from Post Road to Anderson Road, as appropriate.
- Install decorative Street Lights along the 2-lane Highway 66 from Westminster Road to Anderson Road, as appropriate.
- Install warning lights at Highway 66 @ Westminster, Pops and Round Barn areas.

These are just a few recommendations for consideration but with more time and thought I am certain we can provide additional comments.

Everyone should understand that we all want a vibrant, robust Town. But to do that, any changes should factor in economic development effort and must embrace the wishes and desires of the citizens while preserving the historic value of Oklahoma and Historical Route 66.

Best regards,

Mayor Marilyn Murrell  
Town of Arcadia



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**  
<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Jan Fees - City of Edmond Planning

ADDRESS: 10 S. Litter

CITY: Edmond, OK STATE: OK ZIP: 73034

PHONE NUMBER: 405-359-4796

**ENVIRONMENTAL PROGRAMS DIV.**  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS: Jan.Fees@edmondok.com

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

Rather than shoulders on SH 66 between Post & Westminster, the City of Edmond would like to see a 10' multi-use trail on the south side of SH 66

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Ollie R. Woodward

ADDRESS: P.O. Box 15 - 418 West 2nd Street

CITY: Arcadia STATE: OKLA ZIP: 73007

PHONE NUMBER: 405-396-2510

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS: JWoodard@ionet.net

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

I've lived in the town of Arcadia all my life. I am now one of the Senior Citizens of this town. I like it the way it is right now. I think too much change will not be good for our town. Too much construction might change the look of the town. People really love our town, because it is different. Tourism is good for the businesses that are located here.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: HAROLD CRUMP

PO BOX 52

ADDRESS: 440 N BROADWAY

CITY: ARCADIA STATE: OK ZIP: 73007

PHONE NUMBER: 405 2962547

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS: \_\_\_\_\_

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: I feel that Rt 66 should remain as it is today. It has been this way all of my life in Arcadia. The preservation of this road should be the main concern for the people in this area. Arcadia is a good tourist attraction as it is people come here from all across the country so I don't see any reason to change it.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Reggie CALDWELL

ADDRESS: 717 O. DON ST, P.O. Box 276

CITY: ARCADIA STATE: OKLA ZIP: 73057

PHONE NUMBER: 396-2382

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS: \_\_\_\_\_

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:  
I LIVED ON HISTORIC ROUTE 66 AT THE  
COUNTY LINE OF LUTHER ALL MY LIFE.  
AND I LOVE THE HISTORIC VALUE OF ROUTE 66  
AS IT IS - 2 LANES

(CONTINUED ON BACK)



Bryan Ott <bryan.ott@chk.com>  
07/25/2011 04:23 PM

To ""Nashton@ODOT.ORG"" <Nashton@odot.org>  
cc ""Craig\_Moody/ODOT@fd9ns01.okladot.state.ok.us""  
<Craig\_Moody/ODOT@fd9ns01.okladot.state.ok.us>  
bcc

Subject RE: ODOT - Highway 66 Widening/Improvement Project Post Road to Luther

Thanks Nancy. We are certainly in favor of 4-laning the highway from Post Road to at least Westminster and look forward to hearing the plans on into Arcadia and farther east. I'm sure there will be some opposition to the improvements but we really believe they are needed and we will develop our opinion on the works through the town of Arcadia proper (POPS and east) after the meeting tomorrow night. Look forward to meeting you as well and look forward to working with you and your teams at ODOT during the various phases of this project.

Best,  
Bryan

**From:** Nashton@ODOT.ORG [mailto:Nashton@ODOT.ORG]  
**Sent:** Monday, July 25, 2011 4:14 PM  
**To:** Bryan Ott  
**Cc:** Craig\_Moody/ODOT@fd9ns01.okladot.state.ok.us  
**Subject:** Re: ODOT - Highway 66 Widening/Improvement Project Post Road to Luther

Hi Bryan,

We are still in the planning stages of the project and do not have any plans at this time. There will be no problem working with you to avoid and/or minimize any potential impacts to POPS. As we previously discussed, at the onset of our environmental study process, there were some strong objections to the 4-lane proposal. There are additional improvements to the highway planned east of Arcadia to the county line. Therefore, we thought it best to present the larger roadway segment to the public and go from there.

I look forward to meeting you tomorrow.

Sincere regards,

Nancy Ashton, Environmental Project Manager Division #4  
Environmental Programs Division  
Oklahoma Department of Transportation

(405)521-2676

"We do not inherit the earth from our ancestors. We borrow it from our children."

Ancient Native American Proverb

Bryan Ott <[bryan.ott@chk.com](mailto:bryan.ott@chk.com)>

07/25/2011 02:33 PM

To: "nashton@odot.org" <[nashton@odot.org](mailto:nashton@odot.org)>

cc

Subject: ODOT - Highway 66 Widening/Improvement Project Post Road to Luther

Nancy – good afternoon. I hope you are doing well. Curious if you have any proposed detail plans yet concerning the Route 66 improvement project planned for the Arcadia area? In particular, I'm concerned about the stretch from Post Road and east into Arcadia (past POPS). Arcadia Farm, LLC owns on either side for about a mile of this stretch. I want to make sure any encroachment on POPS property is very minimal as we have the bottle and canopy of the building concerns.

I look forward to the informational meeting in Arcadia tomorrow evening and to reviewing any "papered" plans prior to the meeting.

Best,

Thank you,  
*Bryan Ott*

Business & Property Manager

Arcadia Farm, L.L.C.

Executive Accountant

Chesapeake Energy Corporation

Office: (405) 767-4875

Mobile: (405) 417-6660

Fax: (405) 849-4875

E-mail: [bryan.ott@chk.com](mailto:bryan.ott@chk.com)



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"Smith, Deborah J."  
<debbie.smith@ou.edu>  
07/22/2011 02:12 PM

To "nashton@odot.org" <nashton@odot.org>  
cc  
bcc  
Subject State Highway 66 Widening Project - Comments & Input

History:  This message has been replied to.

Nancy,

Please accept my input for the above mentioned project.

**Debbie J. Smith, CPM**  
Cell: 405-229-7005



State Hwy 66 Road Project Input.pdf

TO: Nancy Ashton  
ODOT Environmental Coordinator  
200 NE 21<sup>st</sup>  
OKC, OK 73105

FROM: Deborah J. Smith  
13274 E Hwy 66  
Arcadia, OK 73007

DATE: 7-22-2011

SUBJ: Project to Widen State Highway 66 from Post Rd to Oklahoma/Lincoln County Road

I plan to attend the Public Meeting to be held Tuesday, July 26, 2011 at the Arcadia Community Center.

I support the widening of this roadway to the four- lane with eight foot shoulder option.

I believe the fairest way to complete the project is to take equal property amounts from landowners on both sides of the existing roadway. I trust each individual landowner will be compensated at no less than current market rates and that fences will be replaced and damaged property will be covered back with topsoil and grasses ready to grow. I also trust that each individual landowner will be contacted and the ODOT will work to meet any unusual needs the landowner may have ( i.e. gate/entrance sizes, relocation of graves, pipe/steel versus wooden post, temporary relocation of livestock, access to property during construction, etc.).

I also support that the roadway should be widened through the town of Arcadia as well as the remainder of the project.

Thank you for considering my comments and for improving this section of roadway. It is long overdue.

Respectfully;



Deborah J. Smith



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**  
<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Walter B. Wilson

NAME:

16600 E Danforth

ADDRESS:

Weather Ok 73054

CITY:

STATE:

ZIP:

405 277 3566

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

**Please submit comments by:**

**08/09/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

The shoulder work is greatly needed.  
 4 lane is fine with me  
 get it done

(CONTINUED ON BACK)

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
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**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Forrest A. Lee

NAME:

1512 NW 125th Street

ADDRESS:

Oklahoma City, OK 73120

CITY:

STATE:

ZIP:

+1 (405) 623-5154

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by:

**08/09/2011**

forrest.lee@coxinet.net

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

Arcadia, OK is a town I enjoy the seeing the sites. I like to use Route 66 which is supposed to be the "scenic route," on my way to Tulsa. Changing this portion of the highway into 4-lanes and speeding up traffic would tend to ruin the small-town atmosphere. If I am in a hurry, I take the turnpike.

Further, it would affect tourism and the economy of the town.

I would be against the proposed changes.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. ~~Putting your comments in writing is one of the most effective ways to have your concerns addressed.~~

NAME: Nadine Craig

ADDRESS: 8584 N.E. 35th St.

CITY: Spencer STATE: Ok ZIP: 73084

PHONE NUMBER: 405-771-3329

EMAIL ADDRESS: \_\_\_\_\_

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS: \_\_\_\_\_

Please don't restructure Route 66, People come to the Arcadia area to cruise Route 66, visit Pops, visit the Round Barn, etc. Visitors come to Arcadia because they want to visit the original Route 66. If Route 66 is converted into a 4 lane road, it will lose much of its tourism value.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Gordon Allensworth  
NAME:

506 N. main Box 179  
ADDRESS:

Arcadia OK 73007  
CITY: STATE: ZIP:

(405) 412-9340  
PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: MAKING ROUTE 66 INTO 4 LANES  
IS BAD FOUR SITE SEEING IN ARCADIA.

That's what Arcadia is a Historic Strip  
Let's leave it that way.

Why Don't Help The Town ODOT Instead of  
Helping outside Arcadia

I Gordon Allensworth support The Town  
of Arcadia Mayor Murrell In whatever we  
need to do  
Gordon Allensworth

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

JAMES H. WOODWARD  
NAME:

P.O. Box 15 - 418 W. 2nd Street  
ADDRESS:

ARCADIA OK 73007  
CITY: STATE: ZIP:

405-396-2510  
PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

Jwoodard@ienet.net  
EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

I feel that the historic icon of Highway 66 through the Arcadia area should not be destroyed by making it a 4 lane highway. Improvements such as Resurfacing adding shoulders and working on the drainage problems through Arcadia would be ideal.

Thank you for your consideration

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

PAUL Fields  
NAME:

322 main  
ADDRESS:

Arcadia CITY: OK STATE: 73007 ZIP:

405-396-8445  
PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

pFields17@yahoo.com  
EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: Route 66 does not need to be 4 lanes. It will take away from the natural beauty of Route 66. It is just a waste of money that could be used on other projects like fixing some of the bridges and back roads.

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**

<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Mary Ann Scopel  
 ADDRESS: PO Box 66 (101 W First St.)  
 CITY: Arcadia, STATE: OK ZIP: 73007-0066  
 PHONE NUMBER: 405-396-2266 - 405-818-2266

**ENVIRONMENTAL PROGRAMS DIV.**  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by: 08/09/2011

EMAIL ADDRESS: AnieOkie@sbcglobal.net

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

I do not believe the proposed project presented at the meeting would be an improvement to this section of Route 66 (The Mother Road).  
 All of this area should be "improved" with shoulders & proper drainage but kept a 2 Lane Semi Road in the tradition of the Beautiful Rt 66 Mother Road.  
 Arcadia is a small town close up to the Highway - Families (Children). We should have a Recycle path.  
Signage - "Pedestrians Crossing" - esp by the Round Barn  
Street Lamps - yellow flashing lights.

(CONTINUED ON BACK)

over

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

Of ODOT is concerned with the safety of citizens - travelers - tourists, then please know that making this area a 4 Lane Highway would make this area Less Safe. Commuters to the East of Arcadia now have access to the Turnpike.

The Citizens of Arcadia do not want this area of the scenic, Historic Rt 66 turned into a 4 Lane -

I truly believe a 4 Lane would encourage more large trucks - many more ignoring the Speed Limits, More accidents, loss of tourism.

Please reject this proposal - Consider the Losses that could be saved.

Sincerely,

Mary Ann Scopel

Long time Resident  
of Arcadia, OK



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**  
<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Mary Cesh  
 ADDRESS: 5905 E 15<sup>th</sup>  
 CITY: Stillwater STATE: OK ZIP: 74074  
 PHONE NUMBER: 405 372 2525

**ENVIRONMENTAL PROGRAMS DIV.**  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS: wakemary@cs.com

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:  
Love the shoulders!  
Hate the 4 lane  
The shoulders add safety, make the road friendlier

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**  
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**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Marcus Woodard

NAME:

P.O. Box 273

ADDRESS:

Arcadia OK 73007

CITY:

STATE:

ZIP:

405-370-1244

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

**Please submit comments by: 08/09/2011**

mpetra@sbcglobal.net

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

I would like to have Arcadia included in the  
road improvements for this project. I do not agree with  
making Route 66 a four lane road on the west side for 1.6 miles  
but I do agree with shoulders on all of Route 66  
and resurfacing the road.

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**

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**S.H. 66 IMPROVEMENT PROJECT**

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: LORA Stanfield

ADDRESS: 1013 N.W. 104th

CITY: OKC STATE: OK ZIP: 73114

PHONE NUMBER: (405) 752-4210

**ENVIRONMENTAL PROGRAMS DIV.**  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by: 08/09/2011

EMAIL ADDRESS: Lora.Stanfield@yahoo.com

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

What is the purpose and or reason for wanting to widen the Highway 66 to four lanes. I believe it would take away from the business in the area around Arcadia, and not to mention the time it would take and the rerouting of traffic. The money that it would cost can be better used for other projects that is much more needed.

① The adding shoulder and resurfacing is good idea and a needed one. ② putting in and improving the drainage. ③ there is also a need for a fin horn from the cement to the road and much more needed improvement to be done in and around Arcadia area. Other than messing with a historically sites deemed as a National Scenic Byways Program Route 66 is history.

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
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<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Gloria J. Prim

NAME:

301 E. 6yh Street - PO Box 336

ADDRESS:

Arcadia

OK

73007

CITY:

STATE:

ZIP:

+1 (405) 396-8319

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by:

**08/09/2011**

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

**COMMENTS:**

The entire project sounds as if it might be needed. However, certain parts of the project are troubling. I don't understand why the part of Route 66 that is within the Arcadia city limits is not receiving some of these needed upgrades.

Why would all of the surface of Highway 66 need to be resurfaced from Post to the Lincoln County Line and there not be a need to resurface the part of Highway 66 that is within the Town limits of Arcadia?

I think that the proposal of making the portion of Route 66 into a 4-lane is a bad idea. ODOT is predicting that there will be congestion in the area of POPS at some time in the future. Surely there are other traffic control measures that can be utilized that will not ruin the historic value of Old Route 66. It needs to be preserved as the 2-lane highway that it is.

In the Town of Arcadia I know that shoulders are needed. It would give tourist an opportunity to pull over safely and visit our town. There is an obvious need for drainage improvements from Odor Street (where the Post Office is located) eastward toward Anderson Road. Water stands along the North side of Route 66 for days every time it rains. It doesn't seem to drain at all. At one time there seems to have been a drainage system beginning in this area on both sides of Highway 66. The water needs to drain to the Deep Fork Creek.

Arcadia citizens would like to have some enhancements of Route 66 in Arcadia like street-scapes with flower-beds, benches, rest areas with covered picnic tables, decorative street lighting.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Robert Troyer, Sr.

ADDRESS: 2301 N. DIVISION

CITY: Arcadia STATE: OK ZIP: 73007

PHONE NUMBER: (405) 396-8151

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

EMAIL ADDRESS: \_\_\_\_\_

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:  
adding shoulders to Route 66  
Drain Systems

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Vanessa E. Trayler

ADDRESS: 2301 N. Division

CITY: Arcadia, STATE: OK ZIP: 73007

PHONE NUMBER: (405) 396-8151

ENVIRONMENTAL PROGRAMS DIV.  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

EMAIL ADDRESS: Vanessa.Trayler@gmail.com

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:  
Resurfacing -  
Enhancements needed -

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Terry Jacobs

ADDRESS: 311 N. Ogle P.O. Box 301

CITY: ARCADIA STATE: OKLA ZIP: 73007

PHONE NUMBER: (405) 396-2734 514 9942

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS: \_\_\_\_\_

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: The 2 lane is part of Route 66  
PERSONALITY. IT PART OF ARCADIA HISTORY  
I feel that any improvement should be  
adding shoulders, RESURFACING and improving  
DRAINAGE IMPROVEMENT.

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**  
<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Suzann Ham  
 NAME:

5844 S 68<sup>th</sup> E Ave  
 ADDRESS:

Tulsa OK 74145  
 CITY: STATE: ZIP:

(918) 494-3747  
 PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

**Please submit comments by: 08/09/2011**

suzannah@att.net  
 EMAIL ADDRESS:

*My land is west of the intersection of hwy 66 & Hiwassee Rd on the north side of the hwy.*

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: *Thanks for an informative meeting. I came away feeling that the addition of shoulders throughout the hwy from Post Rd to the Lincoln Cty line would be the ultimate plan, with markings for bicycle lanes on the shoulders, and better warnings for the Hiwassee intersection, the change of speed by hwy, & the warnings for pedestrians at the Round Barn.*

RECEIVED

AUG 01 2011

ENVIRONMENTAL PROGRAMS DIV.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Valentia Doolin  
NAME:

12112 Montz Ct  
ADDRESS:

Oklahoma City OK 73162  
CITY: STATE: ZIP:

405 - 203 - 9624  
PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

Vdoolin@cox.net  
EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

I am concerned about the lack of consideration for the concerns of the citizens of Arcadia and the city government officials who represent them. Specifically I'm concerned about the proposed actions ~~to~~ not improve Hwy 66. In fact the proposed changes create unnecessary and unsafe hazards reducing the historical volume of Route 66 leading to reduced tourism and revenue for merchants as well as the town of Arcadia. More specifically, it appears that very few if any citizens of Arcadia were made aware of the public hearing on this matter. I believe that a sincere public hearing should be held & all project efforts halted until the citizens of Arcadia are heard.

(CONTINUED ON BACK)



I urge you to not spend funds on this project. It is a very unwise use of highway improvement money. You are proposing to change the roadway on both sides of the town of Arcadia, but are totally disregarding any improvements within the city limits of Arcadia.

These proposed improvements would have damaging effects on traffic, safety, and tourism in this area. The road now provides a natural slow-down beginning where the 4-lane ends at Post Road with plenty of time for signs that allow drivers to decrease speed by the time they reach Arcadia. It would also cause problems for people crossing two lanes to go east from Westminster and Post Road. Those cars entering POPS would have little opportunity to slow and change lanes. This could cause accidents and congestion. There is little congestion now as the road is. Why make it worse?

Tourism is very important to this area. If you 4-lane part of Route 66, it is no longer the historic Mother Road, but just another 4-lane highway. One of the reasons so many people travel this historic road is because they want it to be as much like the original as possible. Part of the appeal is that it is 2 lanes and as you may well know Oklahoma has a considerable amount of the original road left. Please do not take more of it away. You will be destroying not only a part of Oklahoma history, but history of the United States.

I'm not sure why you completely neglected the town of Arcadia, but this money could be used to provide lighting through Arcadia, improve shoulders and drainage. This would be a much better use for the money and would not cost nearly as much as the ill-advised project you have proposed.

I hope you will think long and hard about this and realize that it will do nothing to improve conditions and tourism in this area.

Sincerely,

Al H Ruble



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: William W. Willis

ADDRESS: 136 NW

CITY: Oklahoma STATE: Okla ZIP: 73103

PHONE NUMBER: (405) 232-2900

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS: \_\_\_\_\_

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd to the Oklahoma / Lincoln County line."

COMMENTS: I can't understand why the part of Highway 66 that is within the Arcadia loop hasn't been getting any shoulders & drainage work. It looks like ODOT left us out of the planning.

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**

<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Marilyn Murrell

NAME:

203 E. 2nd Street - P. O. Box 102

ADDRESS:

Arcadia

OK

73007

CITY:

STATE:

ZIP:

+1 (405) 396-8778

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21ST ST.

Oklahoma City, OK 73105-3204

FAX: (405) 522-5193

Please submit comments by:

**08/09/2011**

[marilyn.murrell@sbcglobal.net](mailto:marilyn.murrell@sbcglobal.net)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

**COMMENTS:**

A major portion of Arcadia's budget is generated from tourism related activities. People come to the Arcadia area to cruise Route 66, visit Pops, visit the Round Barn, etc. Tourists come to the Arcadia area because they want to visit the original Mother Road, Route 66. If Highway 66 is converted into a 4-lane road, it will lose much of its tourism value.

I register opposition to the proposed project in its current state. The implementation of the project will be detrimental to the current and future tourism development for our community. It could therefore have an injurious financial impact on Arcadia.

The mission of the National Scenic Byways Program is to preserve national treasures such as Route 66. The widening of Highway 66 is in direct opposition to this mission.

Highway 66 should be enhanced in the Arcadia area without changing the character of this national treasure.

There is a need for drainage improvements along Highway 66 in Arcadia.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: TED HARDIMON SR.

ADDRESS: 100 E 4TH ST.

CITY: ARCADIA STATE: OKL ZIP: 73007

PHONE NUMBER: 405-396-2608

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

EMAIL ADDRESS: \_\_\_\_\_

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:  
improvements to Highway 66 in ARCADIA could include  
adding shoulders,  
resurfacing and improving the drainage from Odor Street in  
ARCADIA east to Anderson Road

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Aubrey D. Hardimon

ADDRESS: 104 E. 3rd St.

CITY: Arcadia STATE: OKLA. ZIP: 73007

PHONE NUMBER: (405) 396-8198

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS: N/A

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: I feel that the proposed project to widen S.H. 66 from post Rd. to the OKLAHOMA / LINCOLN COUNTY line is very UNNECESSARY AND WOULD DESTROY the HISTORICAL (Route 66) FOR NO GOOD REASON, FAR AS the RESIDENTS here in ARCADIA that's AGAINST this PROPOSAL.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

DWIGHT HARDIMON  
NAME:

103 EAST 3<sup>RD</sup> ST / P.O. BOX 231  
ADDRESS:

ARCADIA CITY:      OK STATE:      73007 ZIP:

405 396 8769  
PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: Why did the plans for improvements to Highway 66 omit improvements ~~and~~ within the Arcadia city limits.

Looks like ODOT left Arcadia out of the planning.

Proposed enhancement to Highway 66 should include the Arcadia area and specifically include resurfacing, adding shoulders and drainage improvements.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Wayne Crump

ADDRESS: P.O. Box 296 - 615 N.E. Odor.

CITY: Arcadia STATE: OK ZIP: 73007

PHONE NUMBER: 405-396-8400

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:  
It looks like ODOT left Arcadia out of the planning.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Madeleine Allensworth  
NAME:

215 E. 7th  
ADDRESS:

Arcadia, OK 73007  
CITY: STATE: ZIP:

405-396-8917  
PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:  
Improvements to Route 66 and the Town of Arcadia  
are welcome.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Theodore Butler

ADDRESS: 212 E 2th

CITY: Arcadia STATE: OK ZIP: 73007

ENVIRONMENTAL PROGRAMS DIV.  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

PHONE NUMBER: 405-396-2172

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: MAKING Route 66 INTO 4 LANES IS  
bad For TOURISM IN Arcadia.

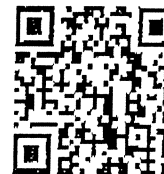
It LOOKS Like ODOT Left Arcadia out of planning.

Proposed enhancement to Highway 66 should  
include the Arcadia Area AND SPECIFICALLY include  
resurfacing Adding shoulders AND drainage improvements  
And these things can be accomplished with out  
Widen portions of Route 66 INTO a 4 Lane -  
Highway.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Shaelee Butler

ADDRESS: 212 E 8<sup>th</sup>

CITY: Arcadia STATE: OK ZIP: 73007

PHONE NUMBER: 405 396 2172

ENVIRONMENTAL PROGRAMS DIV.  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

I feel that Making Route 66 into four lanes is bad for the Arcadia Area because lots of people come to Arcadia to see the Original Route 66 along with other Attractions in Arcadia. This change will hurt tourism which hurts the businesses in this area and also hurt the town financially. Making any more of Route 66 into four lanes will ruin the historic value of Route 66.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Maurisha Jones

NAME:

14000 N.E Exminister Road

ADDRESS:

Jones OKC 73014

CITY:

STATE:

ZIP:

405-503-1454

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

Maurisha56@gmail.com

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

It looks like ODOT left Arcadia out of the planning.

Making anymore of Route 66 into 4 lanes will ruin the historic value of Route 66.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM



<http://www.odot.org/meetings/other.php>

## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Bonita R Jones

ADDRESS: 14000 NE Exminster

CITY: Jones STATE: OK ZIP: 73049

PHONE NUMBER: 923-1068

ENVIRONMENTAL PROGRAMS DIV.  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

Improvements to Route 66 and the Town of Arcadia are welcome. Making any more of Route 66 into 4 lanes will ruin the historic value of Route 66.

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**  
<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Elmer Milton III  
 NAME:

PO Box 263  
 ADDRESS:

ARCADIA OK 73007  
 CITY: STATE: ZIP:

405-396-8854  
 PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
 OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

**Please submit comments by: 08/09/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: I FEEL THAT WE DONT NEED A WIDER RWH 66  
WE NEED FOR YOU TO FIX YOUR SIDEROAD FOR IF  
ONE HAVE A FLAT WE DONT HAVE MUCH ROOM TO FIX  
IT AND THAT MY PATHER MY GRAN FATHER GREAT GRAN FATHER  
HAVE ROAD ON THAT ROAD TO TAKE OUT THE MOTHER ROAD  
I DONT BELEAVE ITS A GOOD THING FOR YOU TO DO  
TO WHEN IT MAY CONCERN Sincerely  
Elmer Milton III

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 AUG 01 2011

(CONTINUED ON BACK)





# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jim Ross  
NAME:

13100 E. Old Hwy. 66  
ADDRESS:

Arcadia CITY:      OK STATE:      73007 ZIP:

405-394-2144  
PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

pathfinder66@earthlink.net  
EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS: Please see attached typewritten comments.  
Thanks.

RECEIVED  
AUG 01 2011

(CONTINUED ON BACK)

ENVIRONMENTAL  
PROGRAMS DIV.

**RE: SH 66 Improvement Project in Oklahoma County– Post Road eastbound to the Lincoln Co. Line.**

First, my thanks for the informative meeting held on July 26<sup>th</sup> at the Arcadia Community Center.

I have been a Route 66 researcher and preservationist for more than 20 years and have published two guidebooks to the route in Oklahoma. I have lived on 66 just east of Arcadia for 14 years. As you might imagine, I am biased in wanting to preserve the highway as it currently exists, but I do recognize the fact that sections of 66 that serve as state highways must be improved from time to time, and I believe that I can offer objective comments. My thoughts on the proposed improvements are as follows:

**Post Road to the Coffee Creek Bridge:** This flat, straight two-lane that serves as an “approach” to Arcadia symbolizes the departure from the city into the country and should be preserved as a two-lane alignment. As the mayor indicated at the meeting, the last thing needed is to have more of Route 66 expanded to four lanes and thus lose its identity. An additional 1.6 miles of four lane will have little effect on thinning traffic between those two points. As I believe was the consensus at the meeting, adding shoulders and resurfacing will enhance safety while retaining the historic “feel” of the highway. As I drive this section daily, I have not encountered anything more than very light traffic.

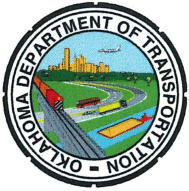
**Coffee Creek Bridge to Indian Meridian Road:** Even though this roadway is in generally good shape, adding shoulders would make it much safer, especially now that it is being used more by bicyclists and motorcyclists. In my opinion, this section should not be skipped even though it will affect the originality of the two-lane alignment.

**Indian Meridian to the Lincoln Co. Line:** I would favor the plan for this section as proposed.

Final comment: Regardless of what decision is made, I would urge the department to replace the box drains that involve guardrails tapering to narrow passages along all phases of the proposed project area. I would also urge the department to enhance safety at the intersection of 66 and Hiwasse Rd. by placing a caution sign with flashing light east of the intersection (on the hill) to alert westbound motorists of the upcoming 6-way intersection.

Sincerely,

Jim Ross



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**

<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Alicia Latimer

NAME:

1103 W. Reading Court

ADDRESS:

Tulsa

Ok

74127

CITY:

STATE:

ZIP:

+1 (918) 605-3546

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by:

**08/09/2011**

Star0619a@yahoo.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

Tourism is enhanced by visits to the Town of Arcadia. It is important to remember the small towns of our state, as each holds a promise for economic and historical enhancement for our state. Route 66 is of great importance as a tourist attraction and the many scenic and historical offerings of Arcadia should not be overlooked. Please remember the little people-- the regular people who make our state great when you make plans for expansion.



OKLAHOMA DEPARTMENT OF TRANSPORTATION
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S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

VANESSA NEAL

NAME:

5104 OAK VALLEY RD

ADDRESS:

OKLAHOMA CITY

OK

73135

CITY:

STATE:

ZIP:

+1 (405) 672-6938

PHONE NUMBER:

ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N.E. 21ST ST.
Oklahoma City, OK 73105-3204
FAX: (405) 522-5193

Please submit comments by:

08/09/2011

vanessa.neal@cox.net

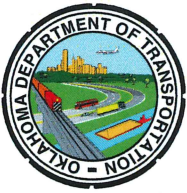
EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

I am a 53 year resident of the state of Oklahoma and I am against ODOT's proposed plan for Route 66. The project to widening this historical highway (from Post Road to approximately Westminister) will grossly distort the integrity of this famous landmark. Not only will it change the preserved town of Arcadia, OK portion of the highway, the change will negatively impact the town of Arcadia. ODOT's proposal to invest approximately \$25.9M in this project without including any improvements or changes to the stretch of Route 66 that runs directly through the town of Arcadia while including resurfacing, adding shoulders and improving drainage on Route 66 from Anderson Rd. east to the Lincoln County Line is equivalent to being brutally raped. (A crime that most Americans detest.) It is my understanding that this portion of Route 66 is part of the National Scenic Byways Program and as such, this proposed project needs to be postponed until a better proposal can be agreed upon by the town of Arcadia and ODOT. Much of Arcadia's budget is generated from the tourism activities along historic original Route 66. ODOT should not be allowed to force this proposed project upon the citizens of Arcadia without including them in the planning; to do so is wrong. Making any more of Route 66 into 4 lanes will ruin the historic value of Route 66. Why did the plans for improvements to Highway 66 omit improvements within the Arcadia boundaries? Please explain that logic and be truthful with the answer.

Let it be known that I am against the proposed planned as currently outlined.



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**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

ANTHONY HARDIMON

NAME:

105 BRAINBRIDGE

ADDRESS:

OKLAHOMA CITY

OK

73114

CITY:

STATE:

ZIP:

+1 (405) 834-5330

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by:

**08/09/2011**

HARDIMONCONSTRUCTION@YAHOO.COM

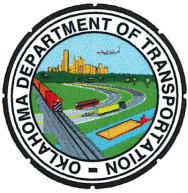
EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

I WAS PRACTICALLY RAISED IN ARCADIA AND HAVE A GREAT AFFECTION FOR THE PEOPLE OF ARCADIA AND THE OVERALL WELL BEING OF ARCADIA. I AM AGAINST CHANGING PARTS OF ROUTE 66 INTO A 4-LANE HIGHWAY BECAUSE IT WOULD TAKE ABOUT FROM THE ATMOSPHERE THAT MAKES UP THE TOWN OF ARCADIA. THE ADDITIONAL TRAFFIC PROBLEMS WOULD ALSO BE A PROBLEM FOR THE TOWN OF ARCADIA. I WOULD HOPE THAT ODOT WOULD MAKE DECISIONS THAT WOULD HELP THE TOWN OF ARCADIA AND LIKE ADDING SHOULDERS AND IMPROVING THE WATER DRAINAGE SYSTEM IN THE TOWN OF ARCADIA.

I AM AGAINST TURNING ANY MORE OF ROUTE 66 INTO A 4-LANE HIGHWAY BECAUSE IT WOULD NEGATIVELY AFFECT THE ECONOMY OF ARCADIA. ARCADIA GETS A LOT OF ITS REVENUE FROM TOURISM WHICH WOULD DECREASE IF THE TRAFFIC THROUGH ARCADIA WAS MOVING TOO FAST PEOPLE WONT STOP IN ARCADIA.



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
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<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

MONICA MURRELL

NAME:

1307 NE 50TH STREET

ADDRESS:

OKLAHOMA CITY

OK

73111

CITY:

STATE:

ZIP:

+1 (405) 210-8956

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

MMURRELL1@COX.NET

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

I object to the proposed project by ODOT to widen Route 66 to a 4 lane highway in the Arcadia area. I believe that widening Route 66 to four lanes is bad idea and will take away from the historical value of Route 66. There is value in preserving history and change just for the sake of change is not always better - sometimes it just different.

Arcadia and Route 66 share a common thread. Both enjoy a tradition of small community and rural living at its best. As a native of Arcadia, I don't want to see the small town and rural atmosphere that is enjoyed by the citizens of Arcadia and enveyed by many to be taken away by the proposed project to widen route 66 to a 4 lane highway.

Representatives of ODOT suggested that congestion was a project and part of the reason for the recommendation to change Route 66 into a 4 lane highway. Although I am not an traffic engineer, I question the validity of congestion being a problem in the area. In fact, increasing more portions of Route 66 into a 4 lane highway then narrowing it back to a 2 lane highway suggests to me that it would lead to more congestion at crucial points along the highway where travelers would actually want to turn off of Route 66 into Arcadia to enjoy the tourist attractions such as the Windmill shops, the Roundbarn and Pops.

I am in favor of adding shoulders, resurfacing Route 66, improving the bridges, and improving the water drainage system in Arcadia. Efforts to improve the town can be made while also maintaining the historical significance of the Town and Route 66. More importantly, I am sure ODOT does not want to hinder the economic development of the Town or the potential for continued revenue for the Town of Arcadia through tourism. Making any more of Route 66 into 4 lanes will ruin the historic value of Route 66 and negatively affect the economic base for the Town of Arcadia.

The current proposal does not include any improvements along Route 66 within the city limits of Arcadia which is suspect.

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT FORM

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Drainage improvements and adding shoulders improvements should include areas with the Town of Arcadia. Please explain why improvements in these areas did not include the Town of Arcadia.



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**

<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Darla Reynolds Sparks

NAME:

m

ADDRESS:

Oklahoma City

ok

73114

CITY:

STATE:

ZIP:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by:

**08/09/2011**

[drsok1937@yahoo.com](mailto:drsok1937@yahoo.com)

PHONE NUMBER:

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

In my area of Oklahoma the highway 66 route has been unaltered and at Lake Overholser the bridge over the Canadian River is now being rebuilt to allow those wishing to travel on the Original Route 66 roadway can do so. Now, ODOT wishes to ruin Arcadia's Route 66 original road by building a fast traffic 4 lane highway. Why can't ODOT leave the original in Arcadia and build beside that original like they have in Canadian County? There is nothing to be gained for all of Oklahoma if ODOT continues to enrich the highway contractors, engineers, etc. and continue to spend billions of dollars for building super, duper highways so that all of America can whiz right on through on their destinations to other places. Why sometimes they don't even have to stop for anything but gas and a coke at one of those Love's Country Stores. The owners of that little operation are really helping ODOT and hurting the rest of Oklahomans who need more business in their towns and cities. In addition to my opinion on that, I might add that the future is not going to be traveling on pot-holed 4 lane highways when they can no longer afford the gasoline. ODOT will no longer afford the upkeep and maintenance on the outdated system of highways that they conned us into thinking was warranted. ....and it turned out to be a boondoggle. In the future everyone else will likely be traveling the back roads on scenic trips in electric roadsters and/or motorcycles and on other trips for business or fast transport they will be riding the rails. When will ODOT begin to face the changing times and alter their planning? Soon would be nice.



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**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Jamie Jamieson

NAME:

754, S. Norfolk Avenue

ADDRESS:

Tulsa

OK

74120

CITY:

STATE:

ZIP:

+1 (918) 630-7516

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by:

**08/09/2011**

[jamie@thevillagebuilder.com](mailto:jamie@thevillagebuilder.com)

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

Arcadia: Proposed improvements to State Highway 66 from Post Road east to the Oklahoma/Lincoln county line in Oklahoma County.

I write in strong opposition to this poorly thought-out project.

To inflict a four-lane approach on this pleasant part of Route 66 is poorly-considered, unimaginative and insensitive to local people. It is likely to damage the local economy.

Widening roads has the effect of increasing traffic speed, reducing the quality of life for local people, and inflicting higher levels of casualties. This road is a peaceful, rural thoroughfare for people of all ages and abilities, and for all types of transit, including cyclists and even pedestrians. It should not be treated like a storm drain whose purpose is to transport the maximum number of people in the shortest possible time, irrespective of the road's other functions and users.

To convert more of Highway 66 into four lanes is a bad and wasteful idea. It will make Route 66 and the affected area more urbanized, which is highly undesirable. It will destroy one of the reason people come to the area. The two-lane highway is a part of Arcadia's personality.

Sensitive, well-designed improvements to Route 66 and the Town of Arcadia are welcome, however.

ODOT should incorporate the ideas of the citizens of the Town of Arcadia who have better ideas for redirecting the funds to enhance the area along Route 66 in Arcadia.

Why do the plans for improvements to Highway 66 omit improvements within the Arcadia boundaries? And what is ODOT doing in terms of working with Arcadia for solutions that actually work to the advantage of local people?

A budget of \$25.9 million dollars could surely include enhancements to the portion of Route 66 that are within the Arcadia Town limits to assist this community with economic development efforts?

ODOT has failed to take the economic and social effects of Arcadia into consideration.

Many visitors come to Arcadia to see and enjoy the original Route 66, along with other local attractions. This

# OKLAHOMA DEPARTMENT OF TRANSPORTATION

## PUBLIC COMMENT FORM

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wasteful new project will damage tourism, damage local businesses and damage the town's finances. Enhancements to Highway 66 should include the Arcadia area and include resurfacing, adding shoulders and drainage improvements. Designs should be slow traffic down and provide for cyclists and well as cars. Governor Fallin recently announced that Route 66 is part of the National Scenic Byways Program. I strongly support efforts to preserve the historic character of Route 66. To me this implies designing Route 66 - and other roads - to suit the needs and character of the communities through which they pass. It is time for ODOT to take a completely fresh look at the way it designs, and to take the needs and desires of local communities into serious consideration, and pay less attention to the narrow, auto-centric perspective of engineers whose entire preoccupation is with the perceived needs of automobile drivers wishing to get from A to B in the shortest possible time.

I urge you to start this project all over again, with a completely fresh mind. Involve and engage those in the community. Do some research on alternative approaches. ODOT seems out of touch with progress, and we cannot to fall behind as a State. \$25 millions is an egregious amount of scarce tax dollars to waste on an ill considered project.

A general observation in closing. ODOT seems fixated by widening roads needlessly. The State is under huge budgetary pressure and yet ODOT continues to waste tax payers' dollars on needlessly widening roads. It is time for ODOT to learn about and implement alternative, more cost-effective and progressive approaches to thoroughfare design. It should be looking in particular at Complete Streets and Context-Sensitive Solutions. ODOT seems out of touch with the successful, innovative, approaches to thoroughfare design being taken by many other states. The present project is an example of poor design and lack of consideration of local needs and desires.

Thank you.



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
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**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Delores Parker

NAME:

1104 N. W. 104 Terrace

ADDRESS:

Oklahoma City

Ok

73114

CITY:

STATE:

ZIP:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
 200 N.E. 21ST ST.  
 Oklahoma City, OK 73105-3204  
 FAX: (405) 522-5193

Please submit comments by:

**08/09/2011**

cme2befree@yahoo.com

PHONE NUMBER:

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

To Whom It May Concern:

I am writing this memo to let you know I am not in agreement with the plan to make Highway 66 a four lane. Arcadia's town has always represented a rich part of Oklahoma's history and people come from all over the world to visit the Historical site. It would destroy the pureness of Arcadia's town and the genuineness of the area. As a citizen of our fine state of Oklahoma, I suggest the proposal to four lane Arcadia to not be implemented. Thank you.



Craig Moody/ODOT  
08/10/2011 07:59 AM

To Nancy Ashton/ODOT@fd9ns01.okladot.state.ok.us  
cc Siv Sundaram/ODOT@fd9ns01.okladot.state.ok.us  
bcc  
Subject Fw: Arcadia and Route 66



Elaine Barton  
<elainebarton@sbcglobal.net  
>

To m-coordinator@odot.org  
cc  
Subject Arcadia and Route 66  
08/08/2011 03:29 PM

Dear Rep. Seneca Scott and  
Mayor Marilyn Murrell,

I have enjoyed the drive to Arcadia and past to Luther, then Perkins and Stillwater, many times. Arcadia, Pops and the Round Barn is a place I take out of state visitors. If Arcadia and its surrounds wants to keep Route 66 the way it is and two lanes and conserve its value as a tourist destination, then why mess with a good thing. Please consider carefully the full impact of ODOT decisions and preserve a unique piece of Route 66. Add bike lanes, really nice wide safe clearly marked bike lanes starting in Edmond and ending in Tulsa. This will increase tourism as a destination bike way on a famous old highway. I've never been to Pops when there weren't a dozen or more motorcycles there. It doesn't have to be all about cars. Thank you.

Elaine Barton  
2544 N.W. 25th St.  
Oklahoma City, OK 73107

ps. At one time, a portion of US 66 went right down 23rd street, 2 blocks from where I have lived since 1984. Pretty cool.



Craig Moody/ODOT  
08/10/2011 08:05 AM

To Nancy Ashton/ODOT@fd9ns01.okladot.state.ok.us  
cc Siv Sundaram/ODOT@fd9ns01.okladot.state.ok.us  
bcc

Subject Fw: Your comment form does not work. Please forward the attachment.



Jamie Jamieson  
<jamie@thevillagebuilders.com>  
m>

08/07/2011 05:47 PM

To m-coordinator@odot.org  
cc

Subject

I am attaching my comments on this ill-conceived project. Would you please forward the attached to the appropriate person today?

Many thanks.



Arcadia Route 66 Aug 2011.pdf  
Jamie Jamieson  
jamie@thevillagebuilders.com  
918.630.7516

## **Arcadia: Proposed improvements to State Highway 66 from Post Road east to the Oklahoma/Lincoln county line in Oklahoma County.**

I write in strong opposition to this poorly thought-out project.

To inflict a four-lane approach on this pleasant part of Route 66 is poorly-considered, unimaginative and insensitive to local people. It is likely to damage the local economy.

Widening roads has the effect of increasing traffic speed, reducing the quality of life for local people, and inflicting higher levels of casualties. This road is a peaceful, rural thoroughfare for people of all ages and abilities, and for all types of transit, including cyclists and even pedestrians. It should not be treated like a storm drain whose purpose is to transport the maximum number of people in the shortest possible time, irrespective of the road's other functions and users.

To convert more of Highway 66 into four lanes is a bad and wasteful idea. It will make Route 66 and the affected area more urbanized, which is highly undesirable. It will destroy one of the reasons people come to the area. The two-lane highway is a part of Arcadia's personality.

Sensitive, well-designed improvements to Route 66 and the Town of Arcadia are welcome, however.

ODOT should incorporate the ideas of the citizens of the Town of Arcadia who have better ideas for re-directing the funds to enhance the area along Route 66 in Arcadia.

Why do the plans for improvements to Highway 66 omit improvements within the Arcadia boundaries? And what is ODOT doing in terms of working with Arcadia for solutions that actually work to the advantage of local people?

A budget of \$25.9 million dollars could surely include enhancements to the portion of Route 66 that are within the Arcadia Town limits to assist this community with economic development efforts?

ODOT has failed to take the economic and social effects of Arcadia into consideration.

Many visitors come to Arcadia to see and enjoy the original Route 66, along with other local attractions. This wasteful new project will damage tourism, damage local businesses and damage the town's finances.

Enhancements to Highway 66 should include the Arcadia area and include resurfacing, adding shoulders and drainage improvements. Designs should be slow traffic down and provide for cyclists and well as cars.

Governor Fallin recently announced that Route 66 is part of the National Scenic Byways Program. I strongly support efforts to preserve the historic character of Route 66. To me this implies designing Route 66 - and other roads - to suit the needs and character of the communities through which they pass. It is time for ODOT to take a completely fresh look at the way it designs, and to take the needs and desires of local communities into serious consideration, and pay less attention to the narrow, auto-centric perspective of engineers whose entire preoccupation is with the perceived needs of automobile drivers wishing to get from A to B in the shortest possible time.

I urge you to start this project all over again, with a completely fresh mind. Involve and engage those in the community. Do some research on alternative approaches. ODOT seems out of touch with progress, and we cannot afford to fall behind as a State. \$25 millions is an egregious amount of scarce tax dollars to waste on an ill-considered project.

A general observation in closing. ODOT seems fixated by widening roads needlessly. The State is under huge budgetary pressure and yet ODOT continues to waste tax payers' dollars on needlessly widening roads. It is time for ODOT to learn about and implement alternative, more cost-effective and progressive approaches to thoroughfare design. It should be looking in particular at Complete Streets and Context-Sensitive Solutions. ODOT seems out of touch with the successful, innovative, approaches to thoroughfare design being taken by many other states. The present project is an example of poor design and lack of consideration of local needs and desires.

Thank you.

A handwritten signature in black ink that reads "Jamie". The signature is written in a cursive, flowing style with a large initial "J" and a trailing flourish.

Jamie Jamieson  
754, S. Norfolk Avenue  
Tulsa OK 74120



Siv Sundaram /ODOT

08/10/2011 08:34 AM

To "Nancy Ashton" <NAshton@fd9ns01.okladot.state.ok.us>

cc

bcc

Subject Fw: Arcadia Public Comment Forms

Siv

---

**From:** Public Mailbox  
**Sent:** 08/10/2011 08:07 AM CDT  
**To:** Siv Sundaram  
**Subject:** Fw: Arcadia Public Comment Forms

Siv, this was sent to the Public In-box. Thank you Siv for all your time and help!

Oklahoma Department of Transportation  
405-522-8000  
JOIN THE CELEBRATION - 100 Years of Transportation 1911-2011

----- Forwarded by Arla McCarty/ODOT on 08/10/2011 08:07 AM -----

"Marilyn Murrell" <marilyn.murrell@mmbusinessconsultants.com>

08/09/2011 05:05 PM

To <odotinfo@odot.org>  
cc  
Subject Arcadia Public Comment Forms

The deadline for submitting Public Comment Forms is August 9, 2011. Forms that have been emailed on this date: August 9, 2011

***Received a return message from***

***ssundaram@odot.org stating: "I will be out of the office starting 8/9/2011 and will not return until 08/23/2011.***

***I will respond to your message when I return."***

***I hope that important information is not sitting in S. Sundaram's email box at ODOT.***

**Mayor Marilyn Murrell  
Arcadia, OK**

# FAX TRANSMISSION TOWN OF ARCADIA

217 N. Main Street - P. O. Box 268  
Arcadia, OK 73007

(405) 396-2899 \* Fax:(405) 396-2869  
[www.townofarcadia.com](http://www.townofarcadia.com)  
[townhall@townofarcadia.com](mailto:townhall@townofarcadia.com)

**To:** ODOT **Date:** August 9, 2011  
**Fax #:** 405-522-5193 **Pages:** 5 (including this cover)  
**From:** Town of Arcadia  
For Interested Citizens  
**Subject:** Public Comments  
S. H. 66 Improvement Project

## COMMENTS:

Following are 4 completed Public Comment Forms the Subject Project.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Gerald McCauley

ADDRESS: 305 S.W. 7th - P O Box 182

CITY: Luther STATE: OK ZIP: 73054

PHONE NUMBER:

EMAIL ADDRESS:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

I support resurfacing and improving drainage on Highway 66. The area of Highway 66 in Arcadia needs Pleto be included in the plan. Arcadia need shoulders and drainage improvements, particularly from Odor Street toward Anderson Road on the North Side. Water stands in this area every time it rains.

I think that the plan to turn additional part of Highway 66 from Post Road to the Coffee Creek Bridge will add to congestion at Westminster Road and again when the Highway goes back to 2 lanes.

Making Highway 66 into 4 lanes is bad for tourism in the Arcadia area. Tourist visit the Arcadia area for the total package of rural America at its best. Old Route 66, the Round Barn, POPS and other attractions.

People in Arcadia have often talked about adding enhancements to Route 66 to make it more attractive to tourist. Enhancements could include decorative street lighting.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

James H. Black, Jr.

NAME:

811 N.E. 67th Street

ADDRESS:

Okalhomia City

OK

73105

CITY:

STATE:

ZIP:

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

08/09/2011

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

Turning more of Highway 66 into 4-lanes is a bad idea. A 4 lane road will make Route 66 and the affected area seem more like a "city Street" than a pretty rural part of Oklahoma Count.

Proposed enhancements to Highway 66/Route 66 should include the area in Arcadia and specifically include resurfacing, adding shoulders (where appropriate) and drainage improvements. All these things should be accomplished without widening Highway 66 to 4 lanes.

Other enhancements that would improve the tourism attraction of Arcadia and the balance of Highway 66 could be include benches and/or covered picnic tables at monuments along Highway 66. Decorative lighting in the Arcadia and Luther area would improve the tourism appeal.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Windell Prim

NAME:

301 E. 6th Street - P O Box 336

ADDRESS:

Arcadia OK 73007

CITY:

STATE:

ZIP:

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

Why did ODOT leave the Town of Arcadia out of the plan for improvements to Highway 66?

Highway 66 in Arcadia needs drainage improvements.

Turning more of Highway 66 into a 4 lane is a bad idea. It takes away from the reason many tourist come to this area. Oklahoma should be trying to preserve Highway 66. The 2 lane "Mohter Road" is a part of Arcadia's personality: a small, rural community with friendly people. An atmosphere that makes tourist want to stop and visit awhile. The 4 lane idea takes away from that.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

Mayor Marilyn Murrell

NAME:

217 N. Main Street - P O Box 268

ADDRESS:

Arcadia

OK

73007

CITY:

STATE:

ZIP:

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

08/09/2011

mayorm@townofarcadia.com

EMAIL ADDRESS:

*"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."*

COMMENTS:

Be advised that the description of the Project that was presented in the Public Hearing on July 26, 2011 is different from the description provided and the information provided as a result of telephone inquires by the Mayor's Office during the Environment Assessment period in April/August 2010. Therefore, my response dated August 10, 2010 was in specific response to the project description as presented at that time: Improvement to State Highway 66 between Post Road and Division Street in Arcadia. The changes, widening Highway 66 to 4 lanes, would severely damage the value of the "Mother Road" as a nostalgic part of Oklahoma and U.S. history.

When I compare the two project descriptions, I must conclude that the information provided to the Town of Arcadia by ODOT in 2010 was incomplete or mis-leading.

I am pleased that Highway 66 has become a part of the National Scenic Byways Program, the effort to preserve and enhance selected roads throughout the United States. Route 66 is an icon and I encourage Oklahoma to actively adhere to the mission of this program. Widening more of Highway 66 seems to be in direct contrast to that effort.

Arcadia welcomes improvements such as resurfacing, adding shoulders and improving drainage. Enhancements such as lighting would also be welcomed.

The addition of blinking yellow (caution) lights near POPS and the Round Barn would help with traffic control.



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME:

Ray Francis

ADDRESS:

300 Division OK 73007  
CITY: STATE: ZIP:

405-394-2866  
PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: 08/09/2011

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

We need Shoulders and Curbside like in Edmond

We want to beautify the town of Arcadia

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**

<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

**07/26/2011**

**Arcadia, OK**

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME:

*Janice Arapier*

ADDRESS:

*300 Division*

CITY:

STATE:

ZIP:

*OK 73007*

*405-396-2866*

PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

**08/09/2011**

EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

*I am opposed to widening 66 Hwy projected 4200 cars a day not true. no way*

*if you have car trouble no way to get off Hwy trouble*

(CONTINUED ON BACK)



OKLAHOMA DEPARTMENT OF TRANSPORTATION  
**PUBLIC COMMENT FORM**  
<http://www.odot.org/meetings/other.php>



**S.H. 66 IMPROVEMENT PROJECT**

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. ~~Putting your comments in writing is one of the most effective ways to have your concerns addressed.~~

M. J. Matthews  
NAME:

Box 158  
ADDRESS:

Boley, Ok. 74829  
CITY: STATE: ZIP:

918-667-9790  
PHONE NUMBER:

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

townofboley@yahoo.com  
EMAIL ADDRESS:

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

*Route 66 is a historic part of Okla. and should be left in tact as it was originally constructed. OdOT should take into consideration the wishes & desires of the Town of Arcadia. This project should include improving the streets in the Town of Arcadia that are a part of Route 66 which is part of the National Scenic Byways Program.*



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME: Lewis H. Ables III

ADDRESS: 728 N.W. 111<sup>th</sup> OKC, OK 73114

CITY: Oklahoma City STATE: OK ZIP: 73114

PHONE NUMBER: 405 - 501-4546

**ENVIRONMENTAL PROGRAMS DIV.**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by: **08/09/2011**

EMAIL ADDRESS: lewierich@yahoo.com

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

I do not agree to the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma/Lincoln County line without a proper meeting, which includes the residents of Arcadia and the Dept. of transportation.

(CONTINUED ON BACK)



# OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC COMMENT FORM

<http://www.odot.org/meetings/other.php>



## S.H. 66 IMPROVEMENT PROJECT

07/26/2011

Arcadia, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

NAME:

E. WAYNE GRISSOM

ADDRESS:

1332 KELLY PARK

CITY:

STATE:

ZIP:

Edmond

OKLA

73003

PHONE NUMBER:

### ENVIRONMENTAL PROGRAMS DIV.

OKLAHOMA DEPARTMENT OF TRANSPORTATION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204  
FAX: (405) 522-5193

Please submit comments by:

08/09/2011

EMAIL ADDRESS:

W. GRISSOM 1 @ COX.NET

"I have the following comments or questions about the proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County line."

COMMENTS:

Governor Mary Fallin recently announced that route 66 is part of the National Scenic Byways program. I support the National Scenic Byways program. I support efforts to preserve Route 66, this historic icon, exactly as it is.

There was mention of widening State Highway 66 in order to alleviate some safety concerns. please consider this thought. If SH 66 is widened on the East side of Arcadia, without installing the necessary cautionary lights and signage that would inform and alert speeding motorists of lanes changing from four lanes to two lanes, this in and of itself would create an issue of safety.

As I compare the written proposal of this project, with the the outline on the map. The two do not ~~compare~~

(CONTINUED ON BACK)

**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

**PUBLIC COMMENT FORM**

coincide with each other. The map configuration eliminates the city of Arcadia from any type of improvement. The written proposal indicates the opposite. The written report shows the project to include Arcadia because it is a part of the mileage designated for improvement.

It is noted of on your public meeting notification which was scheduled for July 26. purpose of this meeting - proposing improvements to SH 66 from Post Road east to the Oklahoma/ Lincoln county line. This proposal in the written form would automatically include Arcadia for highway improvement. The map does not show Arcadia to be so designated, but the written ~~proposal~~ proposal does

Please be in consultation with the elected officials of the city of Arcadia to discuss this oversight. And S. Wayne Grissom do thank you - the Department of Transportation, for inviting and allowing public comments.



15300 East Highway 66

These are some of the concerns I have with the expansion project on Highway 66. I may have more questions as more information of the project is available.

1. How close will the highway be to my front door?
2. How far off the right of way is my house allowed to be?
3. How will my fences and gates be replaced? Who will replace it? And will it be with like hardware and gates or with what you have available? I have a bad dog that I must keep contained and I am not in any condition to do that kind of work anymore.
4. How will my Clovis plants, lilies and other flowers be saved or replaced? Will I have to do that myself? Some are hard to replace or transplant due to large root systems.
5. The trees that I have planted in front of my house on the fence line are for a sound barrier/wind break that would need to be replaced. Who is responsible for that job?
6. Who will maintain the drainage ditch and tin horns? I have maintained my own tin horn for 31 years but with the extra water and debris I may not be able to do so.
7. My mailbox is on the north side of the highway will it remain there? If so how will that be replaced? It will need to be with something that is easily replaced as my box has been hit several times.
8. I am concerned that the shoulder will take out my 100 plus year old sycamore tree. This tree is ranked among the largest trees that are listed in the Centennial Witness Tree list. If at all possible I would like to save it.
9. I would also like to save the large tree on the fence line in the field west of my house.
10. I am concerned with the run off from the hill down the small drainage ditch onto my land and down my driveway. I have worked very hard to keep that water flowing along the current drainage ditch where as in the passed it had flowed across my yard and caused some land erosion. How will that be controlled?
11. I am thinking that a second tin horn might needs to be put in where I use to have a second driveway to help control the water direction. Who will supply that tin horn?
12. I am concerned with the water run off from the highway into my field again causing erosion.
13. Concerning the cement boxes that are currently in the drainage ditch, will the boxes be extended or will pylon type supports be put in as an extension to the current box. I am

concerned with the debris that will catch and clog up the flow of water. Do you have any ideas of controlling that problem?

14. If the state maintains the right of way on the creek and removes the trees on the banks it will cause erosion to the creeks walls and cause the water to flow across my land not down the creek. Who has to repair that damage? Will rip rap be put along the full length of the creek that is state owned?

15. If the state cleans out the west side of Mr. Edwards (15100 E. Highway 66) driveway and opens up his tin horn will the heavy flow of water shoot across the creek and gouge out the east side of the bank which would be on my side and cause damage. Also Mr. Edwards said once that he had that tin horn opened and in heavy rains the water from the creek flowed back west and flooded his land. I think the tin horn needs to have a flap put on the east side of his tin horn or maybe the tin horn needs to be angled to shoot the water in a more southeasterly direction down the creek.

## Arcadia

My concerns about the road expansion in Arcadia are:

1. Shoulder need to have some type drainage added. Taking into consideration that long trailers, motor cycles, farm equipment are crossing those drainage pipes and grates, if used. The grates need to be placed in a manner that a motor cycle tires, trailer tires and other tires will not get caught in them and someone get seriously hurt. The drainage systems need to be designed to hold traffic that will be crossing in and out of business and attractions. When it rains there is water that stands in the drainage ditches that are currently on the east side of Arcadia that needs to be addresses. The flow of water from Arcadia to Deep Fork also needs to be addressed.

# **MEETING NOTIFICATIONS**



## OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21st Street

Oklahoma City, OK 73105-3204

---

July 11, 2011

RE: State Highway 66 from Post Road to the Oklahoma/Lincoln County line in Oklahoma County

Dear Sir or Madam,

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing improvements to State Highway 66 from Post Road east to the Oklahoma/Lincoln county line in Oklahoma County. See enclosed figure of project area. The proposed improvements consist of widening State Highway 66 to 4 lanes from Post Road east to the Coffee Creek bridge, and adding shoulders and resurfacing from the east approaches of the Soldier Creek bridge east to the Oklahoma/Lincoln county line. The purpose of the project is to address the issue of congestion caused by increasing traffic and improve safety.

A public meeting to present initial project information and receive public input will be held on July 26, 2011 at 6:00 PM in the Arcadia Community Center, ~~217 North Main Street~~, Arcadia, Oklahoma 73007. The meeting will include a presentation about the proposed improvements to State Highway 66 including why the improvements are needed, the type of improvements proposed, and the expected impacts to motorists and the surrounding community. The purpose of the meeting is to obtain information from the public to further assist in the identification of critical social, economic and environmental effects that may result from the project.

CHANGED TO  
312 E. 5th St.  
after  
NOTICES  
WENT OUT

If you require special accommodations for the meeting, please direct your request Craig Moody, ODOT Public Involvement Specialist, at 200 NE 21<sup>st</sup>, Oklahoma City, OK 73105, (405) 522-1465 or [cmoody@odot.org](mailto:cmoody@odot.org) at least three (3) working days in advance of the meeting date.

Should you have any questions regarding the project, please contact Nancy Ashton, Environmental Project Manager at (405)521-2676 or [nashton@odot.org](mailto:nashton@odot.org).

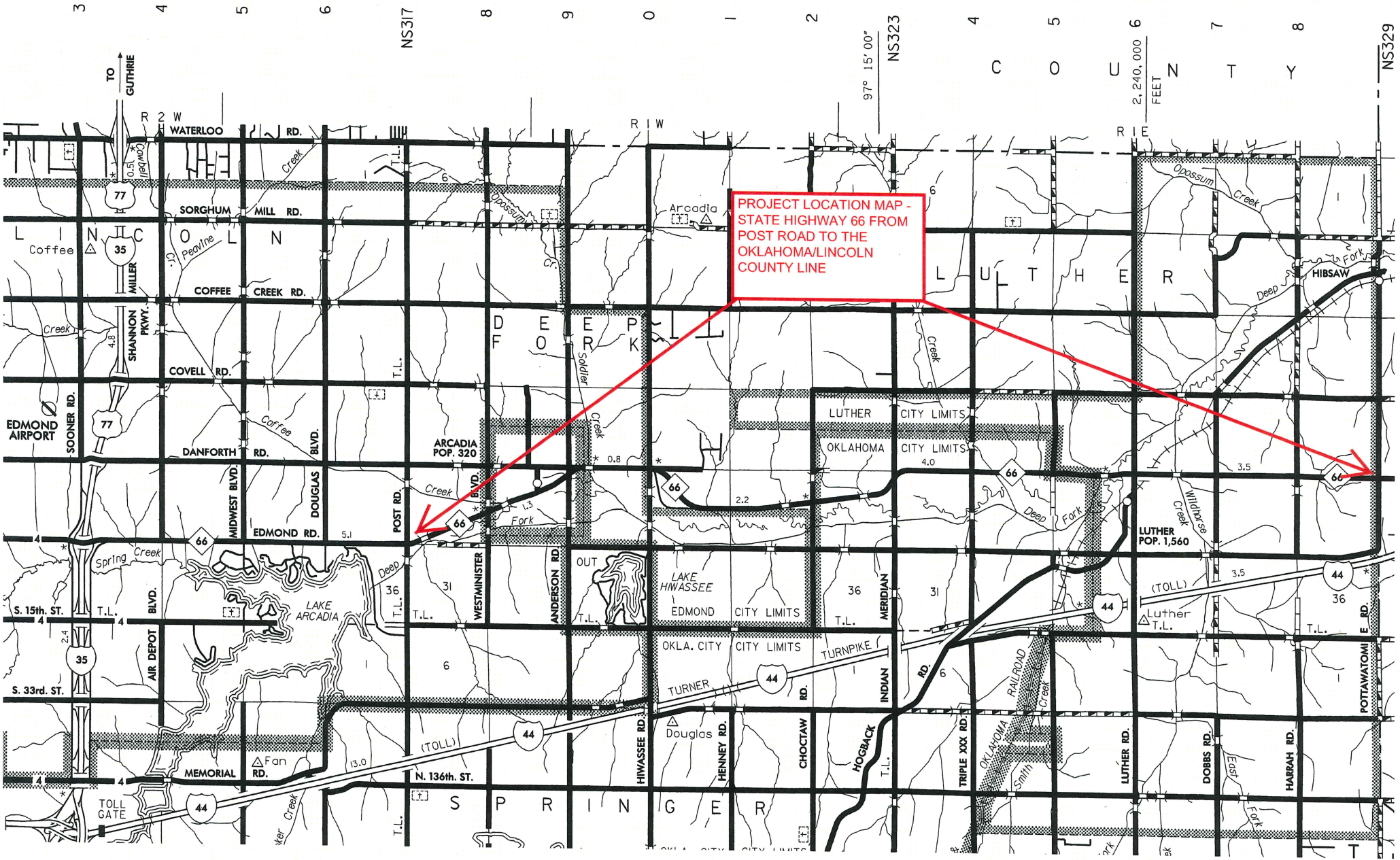
Sincerely,

Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer

DRS/NJA

Enclosures

PROJECT LOCATION MAP -  
STATE HIGHWAY 66 FROM  
POST ROAD TO THE  
OKLAHOMA/LINCOLN  
COUNTY LINE



Oklahoma Archeological Survey  
University of Oklahoma  
111 E. Chesapeake, Bldg. #134  
Norman, OK 73019

Preservation Oklahoma  
405 N.W. 15th Street  
Oklahoma City, OK 73103

Oklahoma Route 66 Association, Inc.  
P.O. Box 446  
Chandler, OK 74834

Mayor Patrice Douglas  
City of Edmond  
P.O. Box 2970  
Edmond, OK 73083-2970

Mayor Marilyn Murrell  
Town of Arcadia  
P.O. Box 268  
Arcadia, OK 73007

Mayor Ed Threatt  
Town of Luther  
P.O. Box 56  
Luther, OK 73054

Town Trustee Richard Smith  
Town of Luther  
P.O. Box 56  
Luther, OK 73054

Executive Director John Johnson  
Association of Central Oklahoma  
Governments  
21 E. Main Street, Suite 100  
Oklahoma City, OK 73104-2427

City Manager James D. Couch  
City of Oklahoma City  
200 N. Walker  
Oklahoma City, OK 73102

Representative Lewis H. Moore  
State Representative  
10100 Sunday Drive  
Arcadia, OK 73007

Oklahoma Main Street Center  
Department of Commerce  
P.O. Box 26980  
Oklahoma City, OK 73126

Historic Preservation Commission  
Planning Department  
City of Oklahoma City  
420 W. Main, 9th Floor  
Oklahoma City, OK 73102

Oklahoma University Outreach  
1700 Asp Ave., Box 6  
Norman, OK 73072

Office of the City Manager  
City of Edmond  
P.O. Box 2970  
Edmond, OK 73083-2970

Town Trustee Blanche L. Jacobs  
Town of Arcadia  
P.O. Box 268  
Arcadia, OK 73007

Deputy Mayor Gary Anderson  
Town of Luther  
P.O. Box 56  
Luther, OK 73054

Town Trustee Carolyn Lawson  
Town of Luther  
P.O. Box 56  
Luther, OK 73054

Mayor Mick Cornett  
City of Oklahoma City  
200 N. Walker, 3rd Floor  
Oklahoma City, OK 73102

The Old Round Barn  
P.O. Box 134  
Arcadia, OK 73007

Senator Harry E. Coates  
State Senator  
2300 North Lincoln Blvd.  
Room 531  
Oklahoma City, OK 73105

State Historic Preservation Office  
Oklahoma Historical Society  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105

Route 66 Corridor Preservation  
Program National Trails System Office-  
Santa Fe National Park Service  
P.O. Box 728  
Santa Fe, NM 87504-0728

Edmond Historical Society  
431 S. Boulevard  
Edmond, OK 73034

Council Member Elizabeth Waner  
City of Edmond  
P.O. Box 2970  
Edmond, OK 73083-2970

Town Trustee James Woodard  
Town of Arcadia  
P.O. Box 268  
Arcadia, OK 73007

Town Trustee Kim Bourns  
Town of Luther  
P.O. Box 56  
Luther, OK 73054

Luther Economic Development  
Authority  
P.O. Box 56  
Luther, OK 73054

Councilman Ronald Skip Kelly  
City of Oklahoma City  
200 N. Walker, 3rd Floor  
Oklahoma City, OK 73102

Representative Lewis H. Moore  
State Representative  
2300 North Lincoln Blvd.  
Room 329-A  
Oklahoma City, OK 73105

Senator Harry E. Coates  
State Senator  
US 377 North  
Seminole, OK 74868

Representative James Lankford  
U.S. House of Representatives  
509 Cannon House Office Building  
Washington, DC 20515

Representative James Lankford  
U.S. House of Representatives  
1015 North Broadway, Suite 310  
Oklahoma City, OK 73102

Senator James M. Inhofe  
United States Senate  
205 Russell Senate Office Building  
Washington, DC 20510-3603

Senator James M. Inhofe  
United States Senate  
1900 NW Expressway, Suite 1210  
Oklahoma City, OK 73118

Senator Tom Coburn  
United States Senate  
172 Russell Senate Office Building  
Washington, DC 20510-3603

Senator Tom Coburn  
United States Senate  
100 North Broadway, Suite 1820  
Oklahoma City, OK 73102

Oklahoma Bicycle Society  
1805 Greenway Court  
Yukon, OK 73099

Oklahoma Bicycling Coalition  
P.O. Box 2614  
Stillwater, OK 74076

Board of Commissioners  
Oklahoma County Courthouse  
320 Robert S. Kerr  
Oklahoma City, OK 73102

Ms. Keili McEwen  
Office of the Governor  
2300 North Lincoln, Suite 212  
Oklahoma City, OK 73105

Ms. Kris Marek, Division Director  
Oklahoma Tourism and Recreation  
Department  
120 N. Robinson, Suite 600  
Oklahoma City, OK 73102

Elizabeth Threatt Rev. Trust  
c/o Gregory Young  
1072 Pine Street  
Vallejo, CA 94590-7846

Leonard T. and Linda C. Graham  
530 E. 42nd Place North  
Tulsa, OK 74106-1246

Maurice C. Lee  
Lee Family Trust  
21635 E. Highway 66  
Luther, OK 73054-8899

Landers Threatt et al  
Maeola Higgins Roach  
1109 NW 105th Street  
Oklahoma City, OK 73114-5109

Norman W. Perotka  
P.O. Box 320  
Arcadia, OK 73007-0320

Roger & Beverly Morris, Trustees  
Morris Living Trust  
19500 N. Harrah Road  
Luther, OK 73054-9822

KPL NGL Pipeline LP  
100 W. 5th Street  
Tulsa, OK 74103-4279

Clifford L. & Cheri D. Reece  
21100 E. Cottonwood Circle  
Luther, OK 73054-8817

Bobby O'Donnell  
21040 E. Cottonwood Circle  
Luther, OK 73054-8816

Lyon E. & Michelle R. Hong  
21155 E. Cottonwood Circle  
Luther, OK 73054-8817

Mary C. Thompson  
3001 Huntleigh Drive  
Oklahoma City, OK 73120-2209

Alberto V. Navarro  
21360 E. Highway 66  
Luther, OK 73054-8858

James E. Franks  
Brenda L. Barnett  
723 Kingsgate Road  
Yukon, OK 73099-4452

Patrece Laye  
P.O. Box 502  
Luther, OK 73054-0502

Leigh Maurine Bouse Irrev. Trust  
12230 Jaycie Circle  
Midwest City, OK 73130-8461

Marlene Gudenrath  
114 Stone Hollow Xing  
Oklahoma City, OK 73130-1026

T. Loetta Stout  
19435 N. Rolling Meadows Drive  
Luther, OK 73054-9544

June M. Welden et al  
Jennifer Evans, Bill Welden  
6500 Golden Lantern Court, Apt. 104  
Raleigh, NC 27613

William R. Arthur III Trust  
P.O. Box 181  
Luther, OK 73054-0181

Connie J. & John Helm, Co-Trustees  
Connie Janette Helm Trust  
20700 E. Highway 66  
Luther, OK 73054-9718

William K. & Brandi N. Krueger  
20100 E. Highway 66  
Luther, OK 73054-9706

Betty J. Hall  
Bruce Hall Family Trust  
P.O. Box 72  
Luther, OK 73054-0072

Carol Tisby  
P.O. Box 1852  
Edmond, OK 73083-1852

David & Kimberly Ann Lange  
19050 N. Dobbs Road  
Luther, OK 73054-9790

Triad Properties LLC  
Attn: Paul Dobson  
315 Elm Street, Apt. C  
Washington, MO 63090-2339

State of Oklahoma  
Water Resources Board  
P.O. Box 53585  
Oklahoma City, OK 73152-3585

Sandra A. Price Rev. Trust  
P.O. Box 1147  
Jones, OK 73049-1147

Martin Company  
6162 Moss Rose Lane  
Aubrey, TX 76227-4094

William R. Arthur Jr. Rev. Trust  
19871 E. Highway 66  
Luther, OK 73054-8873

Gwenda I. Church Rev. Trust  
17580 John Morley Road  
Luther, OK 73054-9493

Luther Sonic LLC  
P.O. Box 578  
Tecumseh, OK 74873-0578

Heath D. Browning  
16816 Branding Iron  
Luther, OK 73054-8217

Louise Lovell Couch Trust  
P.O. Box 87  
Luther, OK 73054-0087

Two T's Luther LLC  
P.O. Box 5150  
Edmond, OK 73083-5150

Jakob Dallinger  
1616 Cambridge Drive  
Norman, OK 73069-7425

Jakob Dalinger Jr. Liv. Trust  
1616 Cambridge Drive  
Norman, OK 73069

Allergy Laboratories, Inc.  
P.O. Box 348  
Oklahoma City, OK 73101-0348

Progressive Business Group, LLC  
c/o Peter Patel  
611 Collins Avenue  
Lansdale, PA 19446-5657

Gary W. & Judith A. Roach  
TSD Co. Inc./Tall Grass Environmental  
Solutions  
18505 E. Highway 66  
Luther, OK 73054-8809

John C. Freed Rev. Living Trust  
4648 19th Street  
San Francisco, CA 94114-2315

Viola E. Harris Rev. Trust  
P.O. Box 250  
Luther, OK 73054-0250

Mark Bilyeu  
3800 Shiloh Forrest  
Edmond, OK 73034-6903

Mansell Custom Painting Inc.  
14200 Mansell Drive  
Luther, OK 73054-8300

Extreme Erosion Control, LLC  
1404 NW 165th Court  
Edmond, OK 73012

Christopher & Shirley San Filippo  
17701 E. Highway 66  
Luther, OK 73054-9729

Victory Apostolic Church  
1616 Cambridge Drive  
Norman, OK 73069-7425

Richard B. Dawson Rev. Trust  
2137 Crossgate Drive  
Oklahoma City, OK 73170-3403

W. Bruce & Mary B. Wilson  
16600 E. Danforth Road  
Luther, OK 73054-9572

Dean J. & Sally J. Johnson Living Trust  
2708 Old Farm Road  
Edmond, OK 73013-6720

Danna Belle Ermis  
Clyde Donald Hopson  
26414 Maplewood Drive  
Spring, TX 77386-1150

3-R Farms, LLC  
P.O. Box 217  
Arcadia, OK 73007-0217

Linda Westberg, Trustee  
16345 East Highway 66 Trust  
P.O. Box 806  
Elk River, MN 55330-0806

Route 66 Kicks, LLC  
3801 N. Classen Blvd., Suite 3  
Oklahoma City, OK 73118-2865

William J. & Barbara J. Perkins  
19500 N. Indian Meridian  
Luther, OK 73054-8272

Edward White  
Leslie Ann Brown  
16500 E. Danforth Road  
Luther, OK 73054-9433

John & Victoria J. Tytenicz, Jr.  
16450 E. Danforth  
Luther, OK 73054-9573

Walter & Mary Wilson  
Gary & Linda Langley, Ernest Wilson  
16600 E. Danforth Road  
Luther, OK 73054-9572

Robert W. Wood  
19090 N. Choctaw Road  
Luther, OK 73054-9447

Karl T. & Beverly L. White Trusts  
16931 E. Coffee Creek Road  
Luther, OK 73054-9741

Thomas Walter & Evelyn Swails  
508 Maple Street  
Yoakum, TX 77995-4402

Travis L. York  
18851 N. Indian Meridian  
Luther, OK 73054-8270

Gene & Shirley Wishon Trust  
P.O. Box 365  
Arcadia, OK 73007-0365

Timothy E. & Pamela Roberts  
5600 Buttercup Lane  
McKinney, TX 75070-7640

Sam & Martha Gillaspy  
19101 N. Choctaw Road  
Luther, OK 73054-9447

Beverly I. Wornom  
4975 Chief Brave Wolf Trail  
Laurel, MT 59044

Roberts Living Trust  
P.O. Box 217  
Arcadia, OK 73007-0217

Real Property Acquisitions, LLC  
P.O. Box 18719  
Oklahoma City, OK 73154-0719

Sixty Six Ten, LLC  
c/o Joel L. Carson  
3428 NW 69th  
Oklahoma City, OK 73116

Michael & Kathy Hill  
P.O. Box 147  
Arcadia, OK 73007-0147

Robert W. Whitney, Jr.  
15400 E. Highway 66  
Arcadia, OK 73007-7923

Dolores Miller Trust  
P.O. Box 166  
Arcadia, OK 73007-0166

Rex D. Friend  
3801 N. Classen Blvd., Suite 8  
Oklahoma City, OK 73118-2865

Karlana Risenhoover Rev. Trust  
P.O. Box 175  
Arcadia, OK 73007-0175

Ronnie & Sherry Brown  
2519 NW 23rd Street , Suite 204  
Oklahoma City, OK 73107-2252

John Hargrove  
13441 E. Highway 66  
Arcadia, OK 73007-7912

Antonio & Holly Aparicio  
13380 NE 192nd Street  
Arcadia, OK 73007-7016

Deborah J. & Priscilla L. Smith  
13274 E. Highway 66  
Arcadia, OK 73007-7907

C J & F Hartwick Living Trust  
4716 N. Stanley Avenue  
Warr Acres, OK 73122-5327

Toby & Jennifer Thompson  
72 W. Shore Drive  
Arcadia, OK 73007-7108

Fred M. & Grace L. Thompson Rev.  
Trust  
P.O. Box 328  
Arcadia, OK 73007-0328

John Barthell & Denise Fruit Rev. Living  
Trust  
13251 E. Highway 66  
Arcadia, OK 73007

Dennis & Crystal Mills  
13300 NE 192nd Street  
Arcadia, OK 73007-7016

Marcia K. Fielding  
2004 Stepping Stone Trail  
Edmond, OK 73013-2807

James I. Ross  
13100 E. Old Highway 66  
Arcadia, OK 73007-7909

Charles & Kathryn Berryhill  
13022 E. Old Highway 66  
Arcadia, OK 73007-7915

Greg & Lyn Cherry  
19500 N. Hiwassee Road  
Arcadia, OK 73007-8002

Artus & Martha Greenfield  
13065 NE 192nd Street  
Arcadia, OK 73007-7000

Raymond & Penny Perkins  
13153 NE 192nd Street  
Arcadia, OK 73007-7014

Deep Fork Tree Farm  
Arcadia Farm, LLC  
P.O. Box 18756  
Arcadia, OK 73154-0756

A. L. Ham Family Rev. Living Trust  
5844 S. 68th E. Avenue  
Tulsa, OK 74145-8216

Arcadia Farm, LLC  
P.O. Box 18756  
Oklahoma City, OK 73154-0756

Fuller Family Trust  
3241 Hickory Stick Road  
Oklahoma City, OK 73120-5506

Stanley & Lillian Kolar Rev. Living Tr.  
13000 E. Highway 66  
Arcadia, OK 73007-7905

Davis Property Management, Inc.  
P.O. Box 119  
Arcadia, OK 73007-0119

Heath & Brandee Browning  
16816 Branding Iron  
Luther, OK 73054-8217

Arcadia Historical Preservation Society  
P.O. Box 134  
Arcadia, OK 73007-0134

Marie Jones  
Ernest Breger  
P.O. Box 156  
Arcadia, OK 73007-0156

Linda B. Simonton Rev. Trust  
P.O. Box 419  
Arcadia, OK 73007-0419

Cherri Lynne Best  
51 E. 21st Street  
Edmond, OK 73013-4333

2 Brothers Pizza/Arcadia Wine & Spirits  
c/o Blane Gideo  
4004 Ainsley Court  
Edmond, OK 73034-7340

Brenton & Jessica Reynolds  
19400 Brookshire Road  
Arcadia, OK 73007-7011

POPS, LP  
P.O. Box 18756  
Oklahoma City, OK 73154-0756

James & Mary McReynolds  
13513 E. Danforth  
Arcadia, OK 73007

Clayton & Eva Thurman  
13601 NE 192nd  
Arcadia, OK 73007-7012

James F. Hostler  
4000 N. Boulevard  
Edmond, OK 73003-3002

Lee & Jane Ports  
6911 NW 60th Drive  
Bethany, OK 73008-1921

Ronald & Sandra Reynolds Rev. Living  
Trust  
9701 E. Memorial Drive  
Jones, OK 73049-8609

Clint & Kacy Garrett  
19350 Hickory Ridge Drive  
Arcadia, OK 73007-8115

Dan & Gayle Andrews  
14220 Little Hickory  
Arcadia, OK 73007-8116

Patterson & Patterson Properties, LLC  
6403 NW Grand Blvd, Suite 204  
Oklahoma City, OK 73116-6503

Christopher & Deanna Roberts  
1001 Ridgecrest Road  
Edmond, OK 73013-6106

Shad W. Byrne  
13050 Ramblerock Place  
Arcadia, OK 73007-7626

William & Rita Finney  
15123 E. Danforth Road  
Luther, OK 73054-9495

Mark & Debi Furgason  
P.O. Box 396  
Arcadia, OK 73007-0396

James & Dorene Hostler, Jr.  
13800 NE 192nd Street  
Arcadia, OK 73007-7017

Kenneth & Lisa Thomas, Jr.  
13622 NE 192nd Street  
Arcadia, OK 73007-7012

Kris Kattov  
1413 NW 95th Street  
Oklahoma City, OK 73114-4706

# **MEETING HANDOUT**



The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing improvements to State Highway 66 from Post Road east to the Oklahoma/Lincoln county line in Oklahoma County. The proposed improvements consist of widening State Highway 66 to 4 lanes from Post Road east to the Coffee Creek bridge, and adding shoulders and resurfacing from the east approaches of the Soldier Creek bridge east to the Oklahoma/Lincoln county line.

**PURPOSE OF THIS MEETING**

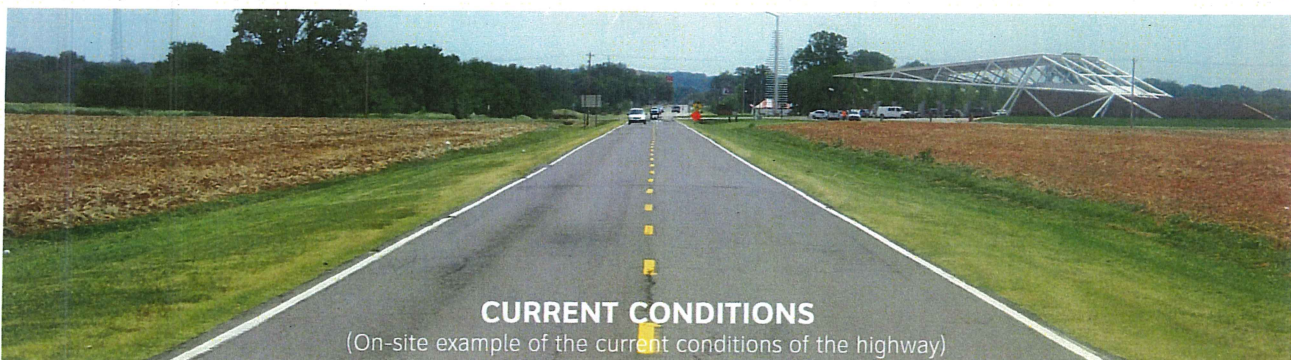
The purpose of this meeting is to inform the public & solicit input about the Departments proposed projects to improve S.H. 66 from Post Rd. to the Oklahoma / Lincoln County Line.

**PURPOSE OF THIS PROJECT**

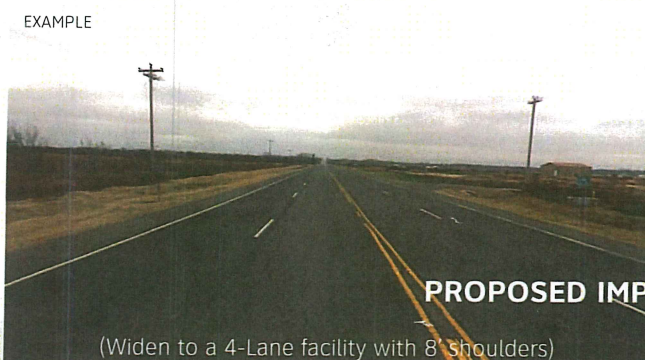
The purpose of the project is to address the issue of congestion caused by increasing traffic along S.H. 66 & to improve safety.

**PROJECT INFORMATION**

- Estimated Total Cost of West project is \$7.2 Million
- Estimated Total Cost of East project is \$18.7 Million
- Right-of-Way and Utility Relocation estimated to start in early 2013
- Construction on West project estimated to start in 2015
- Construction on East Project estimated to start in 2016
- Address any functionally obsolete or structurally deficient bridges.
- Add shoulders for safety
- Projects to be constructed under traffic (no road closure)
- East project current ADT (Average Daily Traffic) = 4200 vehicles a day.
- East project future estimated ADT = 6700 vehicles a day.
- West project current ADT (Average Daily Traffic) = 7500 vehicles a day.
- West project future estimated ADT = 10000 vehicles a day.



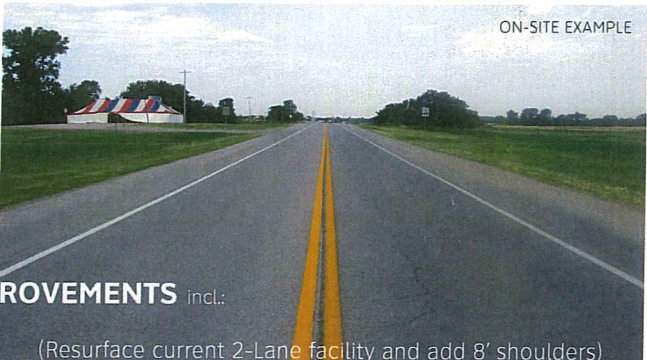
**CURRENT CONDITIONS**  
(On-site example of the current conditions of the highway)



EXAMPLE

**PROPOSED IMPROVEMENTS** incl.:

(Widen to a 4-Lane facility with 8' shoulders)



ON-SITE EXAMPLE

(Resurface current 2-Lane facility and add 8' shoulders)

**DIVISION 4 INFORMATION**

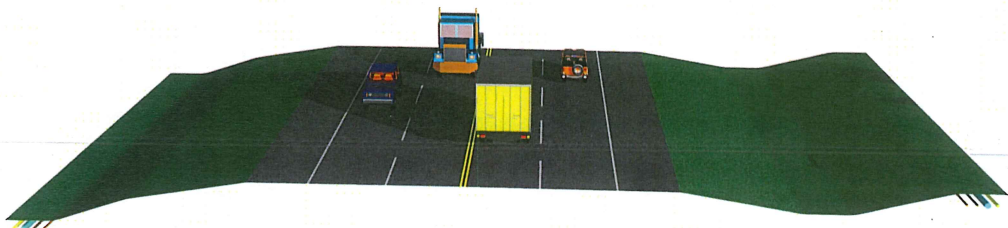
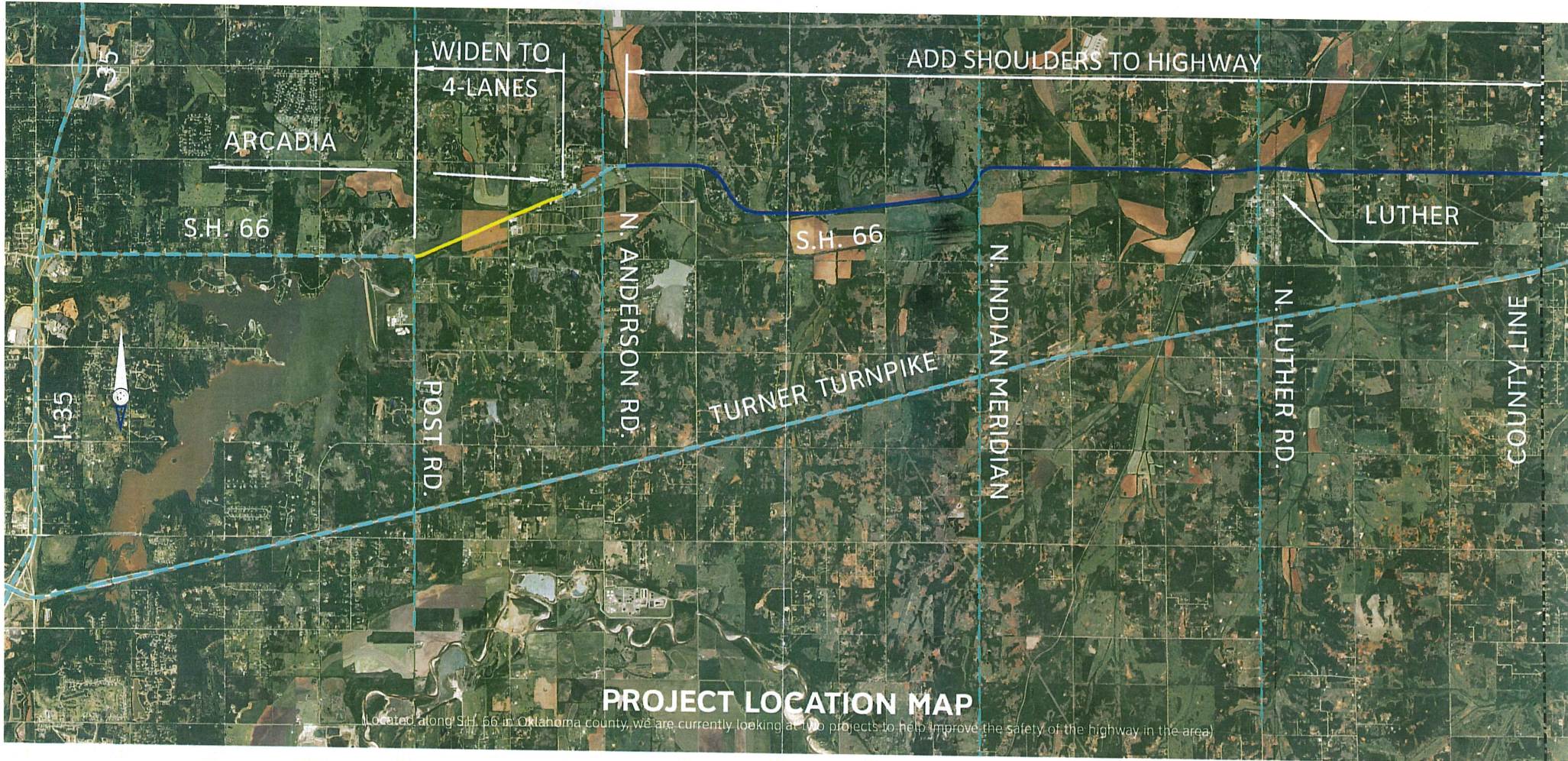
Division Engineer: Paul Green      1289 On-System Bridges  
4414.48 Total Lane Miles      Division 4 services 9 counties Including Oklahoma City

**QUESTIONS? COMMENTS?**

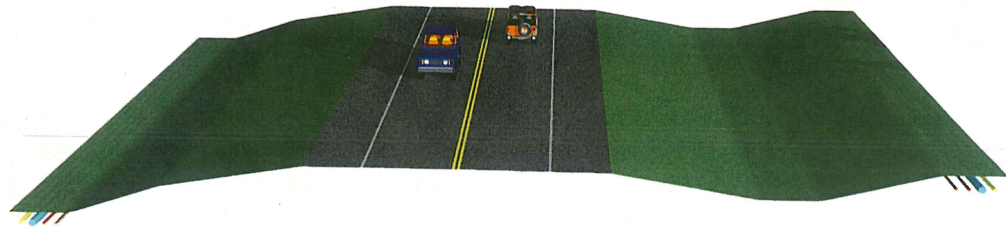
If you have any questions or comments about the Oklahoma Department of Transportation's proposed project, please visit [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) to fill out an official comment form, or send an email to [environment@odot.org](mailto:environment@odot.org) for any questions you have.

Visit us on your mobile device! Use the barcode to the right with your barcode reader of choice to visit ODOT.org on the go.





**UNDIVIDED 4-LANE OPEN SECTION**  
 (Facility will carry four 12' driving lanes & 8' shoulders on either side)



**2-LANE OPEN SECTION**  
 (Facility will carry two 12' driving lanes & 8' shoulders on either side)

# **SIGN-IN SHEETS**

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

### PUBLIC INVOLVEMENT MEETING

**PLEASE PRINT**

**DATE 7/26/2011**

| NAME |                                                                                               | ADDRESS    | BUSINESS OR ORGANIZATION | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                     |
|------|-----------------------------------------------------------------------------------------------|------------|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | 101 1st St | Amie's                   | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 2    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. |            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 3    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. |            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 4    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. |            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 5    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. |            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 6    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. |            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 7    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. |            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 8    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. |            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 9    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. |            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 10   | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. |            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

### PUBLIC INVOLVEMENT MEETING

**PLEASE PRINT**

**DATE 7/26/2011**

| NAME |                                                                                                          | ADDRESS                                                        | BUSINESS OR ORGANIZATION | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                           |
|------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | REEVES<br>ALFONSO<br>ARCADIA, OK<br>116 W. 2ND ST 73007        | REEVES ENTERPRISE        | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 2    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms. | FELICIA<br>BENNETT<br>22410 Panther Run Rd<br>Luther, OK 73054 |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 3    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            | BRUCE HALL<br>PO BOX 72<br>Luther 73054                        |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 4    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms. | Paula Csump<br>601 main<br>arcadia ok 73007                    |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 5    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | Mike Boselli                                                   | ODOT                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 6    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                                |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 7    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                                |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 8    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                                |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 9    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                                |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 10   | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                                |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

### PUBLIC INVOLVEMENT MEETING

**PLEASE PRINT**

**DATE** 7/26/2011

| NAME |                                                                                                                                                   | ADDRESS                                           | BUSINESS OR ORGANIZATION                                           | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                                      |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <b>TERRY Jacobs</b>                                 | <b>P.O. Box 301 Arcadia</b>                       |                                                                    | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 2    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <b>Richard Buchanan</b>                  | <b>206 NE 21<sup>st</sup> St. OKC 73105</b>       | <b>ODOT</b>                                                        | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 3    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <b>Karl &amp; Beverly white</b>                     | <b>16931 E. Coffee Creek Luther</b>               |                                                                    | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 4    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <b>Bryan Ott</b>                                    | <b>P.O. Box 18756 OKC 73154</b>                   | <b>Arcadia Farm, LLC; POB, L.P.</b>                                | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 5    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms. <b>Mary Cash</b>                         | <b>5905 E 15<sup>th</sup> Stillwater OK 74074</b> | <b>OBC</b>                                                         | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 6    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms. <b>Marilyn Murrell</b>                   | <b>P.O. Box 102 Arcadia, OK</b>                   | <b>Town of Arcadia</b>                                             | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 7    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <b>Roxfield Frazier P.O. Box 9 Arcadia OK 73007</b> |                                                   |                                                                    | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 8    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <b>Anthony Echelle</b>                              |                                                   | <b>ODOT Div 4</b>                                                  | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 9    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms. <b>Linda Simenton</b>                    | <b>PO Box 419 Arcadia 73007</b>                   | <b>AHAS - Round Barn<br/>SW Corner 66<sup>th</sup> &amp; Divis</b> | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input checked="" type="checkbox"/> Other |
| 10   | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <b>Shelley Graham &amp; Jim Ross</b>                | <b>13100 E. Old Highway 66 Arcadia OK 73007</b>   | <b>Ghost Town Press</b>                                            | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |

(2)

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

### PUBLIC INVOLVEMENT MEETING

**PLEASE PRINT**

**DATE** 7/26/2011

|    | NAME                                                                                                                              | ADDRESS                                                              | BUSINESS OR ORGANIZATION     | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                           |
|----|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <i>Jerry Mansell</i>                | <i>LUTHER 33054</i><br><i>14200 MANSELL</i>                          | <i>MANSELL PAINTING</i>      | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 2  | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms. <i>Jan Fees</i>          | <i>105, Litter-Edmond</i>                                            | <i>City of Edmond</i>        | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 3  | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <i>Kathy Hill</i>        | <i>13821 E. State Hwy 66</i>                                         | <i>Home Owner</i>            | <input type="checkbox"/> Male <input type="checkbox"/> White <input checked="" type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 4  | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <i>Mike Hill</i>         | <i>PO BOX 130 Arcadia</i>                                            | <i>Hill Valley Farms Inc</i> | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 5  | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <i>Fred L. Handerson</i> | <i>3409 Windbor Terr</i><br><i>OKC 73122</i>                         | <i>—</i>                     | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 6  | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <i>Rex Friend</i>        | <i>13545 E HWY 66</i><br><i>Arcadia, OK 73007</i>                    |                              | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 7  | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <i>SISCA Friend</i>      | <i>13545 E Hwy 66</i><br><i>Arcadia, OK 73007</i>                    |                              | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input checked="" type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 8  | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <i>NANCY ASHTON</i>                 | <i>ODOT</i>                                                          |                              | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 9  | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <i>Vi DAVIS</i>          | <i>ARCADIA Historical Society</i><br><i>PO Box 119 ARCADIA 73007</i> | <i>92 WINDMILL SHIPS</i>     | <input type="checkbox"/> Male <input type="checkbox"/> White <input checked="" type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 10 | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. <i>Danny Davis</i>       | <i>✓</i>                                                             | <i>✓</i>                     | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

### PUBLIC INVOLVEMENT MEETING

**PLEASE PRINT**

**DATE 7/26/2011**

| NAME |                                                                                                                                      | ADDRESS                                    | BUSINESS OR ORGANIZATION                     | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                           |
|------|--------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Deborah Smith            | 73007<br>13274 E Hwy 66 Arcadia OK         |                                              | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 2    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Van Mitchell             | 1016 N Shore Drive Guthrie OK              | Edmond Sun                                   | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 3    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>DAVID STREB                         | 200 NE 21 <sup>ST</sup> OKC                | ODOT                                         | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 4    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Jackie Caldwell                     | Box 216 Arcadia OK                         |                                              | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 5    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Boutle Caldwell                     | 11 11 11 11                                |                                              | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 6    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>ROBERT PITMAN                       | NICOMA PARK                                |                                              | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 7    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Marcus Woodard           | Box 273 Arcadia Ok 73007                   |                                              | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 8    | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Emma Dean<br>Kratochwill | 13657 Sorghum Mill Rd.<br>Luther, OK 73054 | MAMICHULA                                    | <input type="checkbox"/> Male <input type="checkbox"/> White <input checked="" type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 9    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms.<br>Doris L.<br>Handimon     | P.O. Box 71<br>Arcadia, Ok. 73007          | Town of Arcadia                              | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 10   | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Rev. Allen Threatt       | 12775 NE 220<br>Arcadia, OK 73007          | Pastor, Mt. Pleasant Baptist Church, Arcadia | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

### PUBLIC INVOLVEMENT MEETING

PLEASE PRINT

DATE 7/26/2011

|    | NAME                                                                                                                                          | ADDRESS                             | BUSINESS OR ORGANIZATION | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                           |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | <input checked="" type="checkbox"/> Mr. Charlie & Laurie Effinger<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | 19250 Ranchwood<br>Narrah, OK 73045 | ODOT<br>& DCS            | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 2  | <input checked="" type="checkbox"/> Mr. Robert Saffelt<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                       | Norman Ok                           | ODOT                     | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 3  | <input type="checkbox"/> Mr. Walter B. Wilson<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                | 16600 E Danforth                    | Self                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 4  | <input type="checkbox"/> Mr. Margaret Reaves<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                      | 101 E 2nd                           | Self                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 5  | <input type="checkbox"/> Mr. Jessa Angier<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                    | 200 NE 21                           | ODOT                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 6  | <input type="checkbox"/> Mr. Tami McDaniel<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                   | 6111 NE 3rd Luther                  | Town of Luther           | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 7  | <input type="checkbox"/> Mr. Ernest Lee Berger<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                               | 199 E Perry Road 66                 | Arrested OK              | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 8  | <input checked="" type="checkbox"/> Mr. Martin Ramirez<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                       | 1015 N. Broadway<br>OKC, OK         | Rep. Lankford            | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 9  | <input checked="" type="checkbox"/> Mr. Lary Willis<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                          | 200 NE 21st OKC                     | ODOT                     | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 10 | <input type="checkbox"/> Mr. Priscilla Martin<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                | 73007<br>13274 E. Hwy 66 Arcadia OK |                          | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

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DATE 7/26/2011

| NAME |                                                                                                                             | ADDRESS                               | BUSINESS OR ORGANIZATION | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                           |
|------|-----------------------------------------------------------------------------------------------------------------------------|---------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input type="checkbox"/> Mr. Robert Keely<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                  | 14001 E Hwy 66<br>Arcadia, OK 73007   |                          | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 2    | <input type="checkbox"/> Mr. [unclear]<br><input type="checkbox"/> Mrs. [unclear]<br><input type="checkbox"/> Ms. [unclear] | 19101 N. Choctaw<br>Luther            | PRESIDENT, ROUND BARN    | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 3    | <input type="checkbox"/> Mr. [unclear]<br><input type="checkbox"/> Mrs. [unclear]<br><input type="checkbox"/> Ms. [unclear] | 19101 N. Choctaw<br>Luther            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 4    | <input type="checkbox"/> Mr. TERRY WILSON<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                  | Luther, OK                            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 5    | <input type="checkbox"/> Mr. Jason Roach<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                   | 18505 EAST Hwy 66<br>Luther, OK 73054 | TSD Co.                  | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 6    | <input type="checkbox"/> Mr. [unclear]<br><input type="checkbox"/> Mrs. [unclear]<br><input type="checkbox"/> Ms. [unclear] | 307 E 6 Arcadia                       |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 7    | <input type="checkbox"/> Mr. [unclear]<br><input type="checkbox"/> Mrs. [unclear]<br><input type="checkbox"/> Ms. [unclear] | " " "                                 |                          | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 8    | <input type="checkbox"/> Mr. [unclear]<br><input type="checkbox"/> Mrs. [unclear]<br><input type="checkbox"/> Ms. [unclear] | 13000 E Hwy 66                        |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 9    | <input checked="" type="checkbox"/> Mr. ED THREATT<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.         | Luther (City Hall)                    | Mayor                    | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 10   | <input checked="" type="checkbox"/> Mr. Clayton Therman<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.    | 13601 NE 192nd St. Arcadia            |                          | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |

**ATTENDANCE ROSTER**  
**SH-66, Oklahoma County**  
**PUBLIC INVOLVEMENT MEETING**

**PLEASE PRINT**

**DATE 7/26/2011**

| NAME |                                                                                                                           | ADDRESS                               | BUSINESS OR ORGANIZATION | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                           |
|------|---------------------------------------------------------------------------------------------------------------------------|---------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. Dawn Boselli     | 200 NE 21 <sup>st</sup> , OKC         | ODOT                     | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 2    | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. Frances Campbell | " "                                   | " "                      | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 3    | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. Diana Barton     | 200 NE 21st Street                    | ODOT                     | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 4    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. Teresa Harris               |                                       | ODOT                     | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 5    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. D. Miller                   | P.O. Box 166                          |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 6    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms. DJ MASTER        | 70 Box 454 Luther                     |                          | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 7    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. John Keely       | 916 Ridgecrest Rd<br>Edmond, OK 73013 |                          | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 8    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. Joel Carson                 | 3428 NW 69 73116                      | Self                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 9    | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. Maea Threatt     | 2915 Acropolis 73120                  |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 10   | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. Siv Sundaram                | GA                                    | ODOT                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input checked="" type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

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| NAME |                                                                                                                           | ADDRESS                                                            | BUSINESS OR ORGANIZATION | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                           |
|------|---------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Suzann Ham    | 5844 S 69 <sup>th</sup> E Ave<br>Tulsa, OK 74145                   |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 2    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Bob Reasde    | 200 NG 21 <sup>st</sup> &<br>Owasso City, OK 73199<br>P.O. Box 217 | NOT                      | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 3    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Curtis Roberts           | Arcadia OK 73007                                                   |                          | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 4    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Jim Bowling              | 900 COUNTRYWOOD<br>EDMOND OK 73012                                 | CITY OF EDMOND           | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 5    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>LEONARD ROACH | 2915 ACROPOLIS ST.<br>OKLAHOMA, OK 73120                           |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 6    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Gary Roach    | 18505 E Hwy 66<br>Luther, OK 73054                                 |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 7    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>James Woodard | BOX 15-418 W. 2nd St<br>ARCADIA, OK 73007                          |                          | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 8    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>Elly Dod      | PO BOX 53<br>ARCADIA OK                                            |                          | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 9    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>James Reeve              | Arcadia Ok.                                                        |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 10   | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.<br>                         | 11      11                                                         |                          | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

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| NAME |                                                                                                                              | ADDRESS                      | BUSINESS OR ORGANIZATION | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                                      |
|------|------------------------------------------------------------------------------------------------------------------------------|------------------------------|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input type="checkbox"/> Mr. Nettie JH Habben<br><input type="checkbox"/> Mrs. Clydea Habben<br><input type="checkbox"/> Ms. | 17007 E Waterloo Rd - Luther | Farmer                   | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 2    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms. Billie Sharp        | 400 NASH Luther OK 73054     | SOVIC                    | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 3    | <input type="checkbox"/> Mr. Amos Wilkins<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                   | ARCADIA OK 73007             |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 4    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input checked="" type="checkbox"/> Ms. Gloriana Prim       | Arcadia, OK 73007            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 5    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                |                              |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 6    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                |                              |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 7    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                |                              |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 8    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                |                              |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 9    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                |                              |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |
| 10   | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.                                |                              |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                                  |

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

### PUBLIC INVOLVEMENT MEETING

**PLEASE PRINT**

**DATE 7/26/2011**

| NAME |                                                                                                          | ADDRESS                                                     | BUSINESS OR ORGANIZATION            | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                           |
|------|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | J. L. Blue<br>19450 <sup>Arcadia</sup> Michael              | Round Barn                          | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 2    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | Rich Turnbull<br>419 W 4 <sup>th</sup> Arcadia              | Home                                | <input type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other            |
| 3    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | Danny Davis<br>1581 N. Arcadia Ave CA                       | Home                                | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 4    | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | Aubrey Hardimon<br>104 E. 3 <sup>rd</sup> st. Arcadia, OKA. | Home                                | <input checked="" type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 5    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            | Tim High                                                    | Eastern OK County<br>EUV Patrolship | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 6    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                             |                                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 7    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                             |                                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 8    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                             |                                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 9    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                             |                                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 10   | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                             |                                     | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |

# ATTENDANCE ROSTER

## SH-66, Oklahoma County

### PUBLIC INVOLVEMENT MEETING

**PLEASE PRINT**

DATE 7/26/2011

| NAME |                                                                                                          | ADDRESS                                                    | BUSINESS OR ORGANIZATION | GENDER/RACE (OPTIONAL)                                                                                                                                                                                                                                                                           |
|------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            | Willie Franklin <del>Box</del> Box 172 Arcadia 73037       |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 2    | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | Melva J. Davis 519 E. 7 <sup>th</sup> Street Arcadia 73007 | Prop. owner              | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 3    | <input type="checkbox"/> Mr.<br><input checked="" type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | Pauline Morgan " " " " "                                   | " home owner             | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input checked="" type="checkbox"/> Female <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |
| 4    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 5    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 6    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 7    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 8    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 9    | <input type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms.            |                                                            |                          | <input type="checkbox"/> Male <input type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other                       |
| 10   | <input checked="" type="checkbox"/> Mr.<br><input type="checkbox"/> Mrs.<br><input type="checkbox"/> Ms. | CRAIG MOODY 200 NE 2 <sup>nd</sup> OKC                     | ODOT                     | <input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic<br><input type="checkbox"/> Female <input type="checkbox"/> Asian <input type="checkbox"/> Black<br><input type="checkbox"/> Native American <input type="checkbox"/> Other |

**OTHER**



# Oklahoma Department of Transportation

Project Management Division (405)522-7601 Fax (405) 522-7612 Room 3C9

**DATE:** March 9, 2015  
**TO:** Distribution List  
**FROM:** Project Management Division  
**SUBJECT:** Project Initiation

J/P Number: 24356(07) County: Oklahoma Highway: SH-66 Division: 4  
PS&E Date: 2018 R/W Date : n/a Drive-out Date: November 17, 2014  
Programmed Estimate: \$ 545,000  
Project Description: RESURFACE FROM 5.57 MIS. E. OF I-35 E. APPROX. 0.58 MIS. THROUGH ARCADIA

### 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 INFORMATION

Current ADT: 6,000 % Trucks: ?? Number of Lanes: 2 Lane Width: 12'  
Outside Shoulder Width: 1' Inside Shoulder Width:  
 Open Section  Curb & Gutter  Divided, median width:  
 Other (describe):  
Pavement Type: Asphalt Pavement Condition:  Good  Fair  Poor  
Shoulder Type: Asphalt Shoulder Condition:  Good  Fair  Poor  
Storm Sewer  No  Yes Storm Sewer Condition:  Good  Fair  Poor  
Sidewalks  No  Yes Sidewalk Width:

Bridges Within Project Extents: SEE ATTACHED INSPECTION REPORT(S)  
Bridge One n/a

### ENVIRONMENTAL CONSIDERATIONS

Historic Properties, list: Arcadia Round Barn  
 Archeological Sites, list:  
 Cemeteries, list:  
 Hazardous Waste / LUST Sites, list: Tier II site 116 E. 1st St. , Lust at 66 Lake Stop 207 E. Hwy 66  
 Endangered Species, list:  
 Section 4F or 6F Properties, list: Arcadia Round Barn; ROW acquisition at this location would require an Individual 4(f)  
 Farmland  Wetlands  Scenic and Protected Aquifers  100 Year Flood Plain

## ALTERNATIVE IMPACTS

- Other Agencies List:
  - Turnpike Involvement
  - Metropolitan Planning Organizations List:
- 

## PERMIT INFORMATION

- Design Exception Anticipated:  No  As required by design  Yes, type:  
Maintenance Agreements (Lighting, Signals, etc.):  No  Yes, type:  
Permits required:  FAA  USACE  OWRB  Railroad  Other, type:  
Additional:

## PROPOSED IMPROVEMENT

Project Intent:

This project will at the minimum resurface through the town of Arcadia. We will also investigate if ODOT can accommodate the requests from Arcadia(see attachment)

Special Considerations:

There is limited ROW and multiple historic properties along the corridor

Extent of work for public meeting:

Roadway Design Division will compile 4 alternates which will be used for a public meeting. An aerial, ROW requirements, cost estimate and other applicable information will need to be compiled for each alternate. These alternates include:

- Resurface the existing roadway with no work outside of pavement
- Resurfacing roadway and adding 8 ft shoulders with alignment modifications as deemed fit to avoid historic properties
- Resurface the roadway and add features to address all of the requests from the city of Arcadia (on attached latter) including shoulders, sidewalks, and drainage
- Alignment and work as described in the description of proposed improvements

Description of Proposed Improvements:

- Do not take any permanent ROW (only easements at parking areas)
- Add as wide of a shoulder as will fit on the roadway. It is assumed that the south side can accommodate an 8' shoulder while the north can only accommodate a 4' shoulder. These will be modified through the extent to fit the most amount of shoulder while not taking any ROW
- Use curb and gutter through the extent as needed to channelize ingress and egress and to minimize the footprint of the improvements
- Pave the ROW at the parking across from the Round Barn and at the Washington Irving memorial. If additional paving is required at these locations, it will only be paved if a right of entry is given by the property owner

- Concrete Medians can be used in front of the parking areas at the Round Barn and Washington Irving monument to channelize access
- Mill and overlay the existing driving lanes 2" (as limited by the Oklahoma DOT Drop-off standard without needing to shoulder up or provide barrier wall)
- Near Anderson Road, the drainage structure under the roadway will need to be extended for shoulder widening
- Roadway Design will look into options to not require guardrail over the drainage structure. Division has agreed that the 45 mph speed reduction can be extended east of Anderson Road to allow for a lower design standard over the drainage structure
- Drainage issues should be resolved by adding ditches or possibly replacing current drainage structures

Design Speed: 35 mph

Potential to transfer steel bridge beams to County ( Oklahoma Statute Title 69 subsection 1001)

- Yes
- No  Fully document specific reasons preventing transfer:
- NA

Project Termini

Beginning of Project: 50' west of Division street (or as needed to tie into any alignment modifications)

End of Project: tie in to JP 26423(04), which is .15 miles east of Anderson Rd)

Limits of Survey: From NS – 318.5 ¼ Section Line, east 1.1 miles to the NS – 319.5 ¼ Section Line. The width of survey will be 300 ft. Lt. & 500 ft. Rt., with a Stub Survey 1000 ft. N&S and 200 ft. Lt. & Rt. along Anderson Road. Hydraulics will be obtained 2000 ft. downstream and 1000 ft. upstream on all cross-drains. **SWO 5161(1)**

Limits of NEPA Survey Area: Same length as Survey; 100 ft LT and RT of C/L

Typical Section

- Open Section
- Curb & Gutter (as needed to minimize footprint and also in front of Phillips 66 station to channelize ingress and egress)

Divided, median width:

Other (describe):

Number of Lanes: 2

Lane Width: 12'

Outside Shoulder Width: 4-8'

Inside Shoulder Width: n/a'

Storm Sewer  No

Yes

Sidewalks  No

Yes, width: To be completed off of highway by others

Overlay  No

Yes, thickness: 2" (based on maximum from drop-off standard)

Coldmill  No

Yes, thickness: 2" (based on maximum from drop-off standard)

Add Shoulders       No               Yes, width: 4-8'  
Bridge Width n/a

Alignment

- Existing
- New, located                       North or       South or       East or       West of existing
- Parallel Lanes, located       North or       South or       East or       West of existing
- Spot Improvements (shift alignment as needed in front of Round Barn to avoid impact)
- Horizontal, Description:
- Vertical, Description:

Detour

- Shoo-fly, located                       North or       South or       East or       West of existing
- Widening, located                       North or       South or       East or       West of existing
- Crossovers                       Close Road
- Signed Detour, Route Description:
- Phased Construction, Description: Keep two lanes of traffic at all times

Traffic Items

- Traffic Management Plan       No                       Yes
- Median Barrier                       No                       Yes
- New Guardrail                       No                       Yes If needed near Anderson Road
- End Treatment                       No                       Type: GET
- Highway Lighting                       No                       Outside or                       Median
- Traffic Signals                       No                       Location(s):

Right-of-Way

- Additional RW Required       No                       Yes, describe:
- Utility Conflicts                       No                       Yes, describe: There are multiple utility conflicts including gas, water, communications and electric. Relocation, if needed, should be performed in present ROW

Miscellaneous

- Channel Re-Alignment                       No                       Yes, describe:

**INITIATION ESTIMATE**

|                       |              |                     |              |
|-----------------------|--------------|---------------------|--------------|
| Roadway:              | \$ 1,400,000 | Total Construction: | \$ 1,614,600 |
| Bridge:               | \$           |                     |              |
| Traffic Control:      | \$           | Right-of-Way:       | \$           |
| Signing and Striping: | \$           | Utility:            | \$           |
| Highway Lighting:     | \$           |                     |              |
| Traffic Signals:      | \$           | Total Estimate:     | \$           |
| Mobilization:         | \$ 95,000    |                     |              |
| Staking:              | \$ 29,900    |                     |              |
| E & C:                | \$ 89,700    |                     |              |

## PROGRAM REVISIONS

Estimate: \$

Letting Date:

Project Length:

Work Type:

Description:

| <b>Attendee Name</b> | <b>Representing</b>             |
|----------------------|---------------------------------|
| Brian Taylor         | Field Division Four             |
| Joseph Echelle       | Field Division Four             |
| Chris Harlin         | Field Division Four             |
| William Walton       | Field Division Four             |
| Terry Shreve         | Field Division Four             |
| James Montgomery     | Field Division Four             |
| Eduardo Elder        | Roadway Design Division         |
| Randy Woods          | Roadway Design Division         |
| Nick Davidson        | Roadway Design Division         |
| Steven Bowen         | Roadway Design Division         |
| Stephen Waldrop      | Right of Way Division           |
| Tim Vermillion       | Environmental Programs Division |
| Beckie Lyons         | Environmental Programs Division |
| Scott Sundermeyer    | Environmental Programs Division |
| Larry Williams       | Survey Division                 |
| Daniel Nguyen        | Project Management Division     |

Attachments (Aerial with Preliminary RW & County Map)

### Distribution List:

Director of Engineering  
Director of Capital Projects and Information Management  
Bridge Division  
Environmental Programs Division  
FHWA  
Field Division Four  
Project Management Division  
Right-of-Way Division  
Roadway Design Division  
Survey Division  
Planning and Research Division  
Traffic Engineering Division



OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROJECT STATUS SYSTEM

Home > List Projects > [Edit Project](#)

- Environmental
- Design
- Related Projects
- Project Cost
- Project Revision
- Commitments
- Right-of-Way
- DOCUMENT VAULT
- Local Government
- FHWA Project Status Justification
- Survey

**Edit PROJECT** Cancel

Job Piece: 2435607

Status Report:  AP Project:  VE Project:  Calculated Status: Plans Submitted to RW

| Production Targets       | Planned Finish | Actual Finish | Status    | Cond                                             |
|--------------------------|----------------|---------------|-----------|--------------------------------------------------|
| Reconnaissance Data      | 07/09/2013     | 01/01/2014    | Completed | <span style="color: green;">●</span>             |
| Project Initiation       | 10/02/2013     | 03/09/2015    | Completed | <span style="color: green;">●</span>             |
| Design Resource          | In House       |               |           |                                                  |
| EC Solicitation          | 06/11/2012     |               |           |                                                  |
| EC Contract              | 01/11/2013     | EC No         |           |                                                  |
| Survey                   | 10/21/2015     | 10/12/2015    | Completed | <span style="color: green;">●</span> SWO 5161(1) |
| Hydraulics               | 01/28/2016     |               | N/A       | <span style="color: green;">●</span>             |
| Preliminary Field Review | 01/26/2017     | 06/28/2018    | Completed | <span style="color: red;">●</span>               |
| RW & Utility Meeting     | 01/25/2018     | 06/28/2018    | Completed | <span style="color: red;">●</span>               |
| Plans Submitted to R/W   | 02/05/2021     |               | Behind    | <span style="color: red;">●</span>               |
| NEPA Document            | 06/04/2021     |               | On-Time   | <span style="color: gray;">●</span>              |
| R/W Phase                |                | Mapping       |           |                                                  |
| Legal Entry              | 04/17/2023     |               | On-Time   | <span style="color: gray;">●</span>              |
| Prepare Traffic Plans    | 11/17/2022     |               | On-Time   | <span style="color: gray;">●</span>              |
| Final Field Review       | 03/28/2023     |               | On-Time   | <span style="color: gray;">●</span>              |
| Utility Out              | 08/02/2023     |               | On-Time   | <span style="color: gray;">●</span>              |
| 404 Permit               | 05/24/2023     |               | On-Time   | <span style="color: gray;">●</span>              |
| Plans Complete           | 02/02/2024     |               | On-Time   | <span style="color: gray;">●</span>              |
| Ready to Let             | 02/02/2024     |               | On-Time   | <span style="color: gray;">●</span>              |

[Edit Resource and Comments](#)

**Project Information**

| JP No.  | Proj. ID     | County      | Div. | Maint. | HWY   | Work Desc                 |
|---------|--------------|-------------|------|--------|-------|---------------------------|
| 2435607 | J2-4356(007) | 55 OKLAHOMA | 4    | 4      | SH066 | 39 GRADE, DRAIN & SURFACE |

**Project Legislative Districts**

| Ctrl. | Start | End   | Lgth  | Cong | Senate | House |
|-------|-------|-------|-------|------|--------|-------|
| 010   | 5.570 | 6.600 | 1.030 | 5    | 41     | 096   |

**Project Location**

| Location                                                                                 |
|------------------------------------------------------------------------------------------|
| SH-66: FROM 5.57 MIS. E. OF I-35 (DIVISION ST). EXTEND EAST APPR. 1 MILE THROUGH ARCADIA |

**Project Status**

| Status     | 8Year CWP | NHS Sys. | FHWA Oversight | Comm Appr. | Fhwa Auth | Auth FFY | Let Date | FFY  | Award Date | RW JP No. | RW Let |
|------------|-----------|----------|----------------|------------|-----------|----------|----------|------|------------|-----------|--------|
| Programmed | Yes       |          |                | 02/2007    | -         |          | NoDate   | 2026 | NoDate     | -         | -      |

**STIP & NEPA Information**

| STIP FY | STIP Page | Pub Date | ODOT Appr. | TIP FY | TIP Page | MPO Appr. | NEPA Type | NEPA Appr | NEPA Re-Eval |
|---------|-----------|----------|------------|--------|----------|-----------|-----------|-----------|--------------|
|         |           | -        | -          |        |          | -         | DCE       | -         | //           |

**Project Budget**

| Award Exist | Advanced | Federal      | State      | Other | Total        |
|-------------|----------|--------------|------------|-------|--------------|
| N           | 0.00     | 1,207,547.17 | 301,886.79 | 0.00  | 1,509,433.96 |

**ODOT/FHWA Resources Assigned**

| PMD    | Field   | FHWA    | NEPA     | Survey | Materials | Roadway | Bridge | Traffic | RW | Rail | Nepa Consultant |
|--------|---------|---------|----------|--------|-----------|---------|--------|---------|----|------|-----------------|
| Wilson | January | Bahavar | Guerrero | -      | -         | Woods   | Thomas | -       | -  | -    | 00000000        |

**Comments**

no data found

**Bridge Information** [Proposed Bridge](#)

no data found

**Utility Information (from the Estimated Comp Date out of Utility Relocation system)**

Latest Date ↑ =

-



OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROJECT STATUS SYSTEM

Logout Project

Home > List Projects > Edit Project > Edit Environmental Data > Edit NEPA Document

Edit Original NEPA Document

Cancel

Save NEPA Document

Job Piece 2435607

Initial

|                                            |            |  |
|--------------------------------------------|------------|--|
| Initiation Report from PMD                 |            |  |
| Footprint Review Prior to Start of Studies |            |  |
| Consultant Notice To Proceed               |            |  |
| Property Owner Notification                | 04/10/2015 |  |
| BLM Notification                           | 04/10/2015 |  |
| BIA Notification                           | 04/10/2015 |  |
| Consultant CR/Tribal Initiation            | 10/05/2015 |  |

Studies

|                                                     |            |  |
|-----------------------------------------------------|------------|--|
| Farmland NRCS Requested                             |            |  |
| Farmland NRCS Complete                              |            |  |
| CR Studies Requested                                | 04/14/2015 |  |
| CR Studies Due                                      | 08/23/2018 |  |
| CR Studies Recd                                     | 11/17/2020 |  |
| Biological Studies Requested                        | 04/14/2015 |  |
| Biological Studies Due                              | 08/24/2015 |  |
| Biological Studies Recd                             | 08/10/2015 |  |
| Meeting with 404 Permit Coordinator for Delineation |            |  |
| Haz Waste Studies Requested                         | 04/14/2015 |  |
| Haz Waste Studies Due                               | 08/24/2015 |  |
| Haz Waste Studies Recd                              | 09/24/2018 |  |
| Noise Studies Requested                             |            |  |
| Noise Studies Due                                   |            |  |
| Noise Studies Recd                                  |            |  |
| Relo Studies Requested                              |            |  |
| Relo Studies Due                                    |            |  |
| Relo Studies Recd                                   |            |  |

NEPA Document Preparation

|                             |  |  |
|-----------------------------|--|--|
| NEPA On Hold Memo Sent Date |  |  |
| R/W Submittal Plans Recd    |  |  |
| Draft Document Target Date  |  |  |
| Draft Document Actual Date  |  |  |

CE Review

|                                    |  |  |
|------------------------------------|--|--|
| Draft CE Review by ODOT            |  |  |
| Comments To Consultant             |  |  |
| Revised CE from Consultant         |  |  |
| CE to FHWA ( if applicable )       |  |  |
| Date of FHWA / ODOT Approval of CE |  |  |
| CE Distribution                    |  |  |

EA Review

|                            |  |  |
|----------------------------|--|--|
| Draft EA Review by ODOT    |  |  |
| Draft EA Review by FHWA    |  |  |
| Comments to Consultant     |  |  |
| Revised EA from Consultant |  |  |
| Draft EA to FHWA           |  |  |
| Draft EA Approval by FHWA  |  |  |
| Final EA from Consultant   |  |  |
| Final EA Reviewed          |  |  |
| Final EA to FHWA           |  |  |
| FONSI from FHWA            |  |  |
| FONSI Distribution         |  |  |

NEPA Document Navigation

- Recon
- Section 4F
- Public Involvement
- Re-Evaluation

**CE Document Checklist (Updated 11/24/2020)**

Should be included in the Other Section of all projects

|               |                                                                                                                                                                         |             |             |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|
| JP No:        | 24356(07)                                                                                                                                                               | Prepared by | V. Raines   |
| County:       | Oklahoma                                                                                                                                                                | Checked by  | S. Stegmann |
| Date Checked: | 5/10/2021                                                                                                                                                               |             |             |
| No            | Description                                                                                                                                                             |             | Checked?    |
| <b>1</b>      | <b>Project Information</b>                                                                                                                                              |             |             |
| 1.1           | Correct Project No? (Check against Oracle info)                                                                                                                         |             | X           |
| 1.2           | Correct NBI No.? - Check against initiation report, Oracle, and plans                                                                                                   |             | N/A         |
| 1.3           | Location No. for County projects only?                                                                                                                                  |             | N/A         |
| 1.4           | Correct Field District and County?                                                                                                                                      |             | X           |
| 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           |
| <b>2</b>      | <b>Existing Conditions</b>                                                                                                                                              |             |             |
| 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 pojected?                                                                                                                        |             | X           |
| <b>3</b>      | <b>Purpose &amp; Need</b>                                                                                                                                               |             |             |
| 3.1           | Why is the project needed ( <b>NEVER</b> what is proposed – REPLACE BRIDGE or WIDEN ROADWAY or ADD SHOUDERS is <b>NOT</b> the Purpose & Need)                           |             | X           |

|          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| <b>4</b> | <b>Alternatives &amp; Proposed improvement</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |     |
| 4.1      | Proposed roadway and bridge width                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | X   |
| 4.2      | Existing or offset alignment – reason for offset                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | N/A |
| 4.3      | Replacement, Rehab, Removal or new bridge where there was none. Removal of bridge or widening of bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                          | N/A |
| 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 everthing is within existing R/W                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | X   |
| <b>4</b> | <b>Public Involvement</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |     |
| 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   |
|          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |     |
| <b>5</b> | <b>CE Questions &amp; Studies</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |     |
| 5.1      | Is the NEPA on Hold Memo included?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | N/A |
| 5.2      | Are the R/W submittal or Final Plans with <b>DATE STAMP</b> 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 <b>Early coordination setion</b> ? (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. <b>If there are BIA properties, the project is in Osage Nation or there are federal properites, it will be an ICE.</b> | N/A |
| 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?                                                                                             | N/A |
| 5.10 | Was Section 6(f) properties verified with Dept. of Tourism for any parks?                                                                                                                                                                                                               | N/A |
| 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                                                                                                        | N/A |
| 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 (should be yes for all projects involving a bridge crossing a blue line).                    | N/A |
| 5.14 | Does the project involve navigable waters (check USACE Section 10 waters and then verify with Coastguard) and requires Coastguard coordination? If so, is 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 no response from NRCS if applicable        | X   |
| 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 waste note mentioned and included at the end of the CE if applicable? If the haz waste 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, (5) Completed CE Review Checklist | X |