



Welcome

Virtual Open House

PROJECT

SH-99

Seminole County, OK

Job Piece Numbers 23289(04) (13)

January 6, 2021 to

January 20, 2021

Welcome to the Virtual Open House for SH-99 beginning at the end of the 4-lane section south of the SH-59 junction, extending south approximately 8 miles to County Road EW-134 in Seminole County.

This presentation will provide a review of the purpose of the virtual open house, purpose and need for the project and environmental impacts.

If you would like to view the design in more detail, please visit the Interactive Map section of this website.

Purpose of the Virtual Open House

Inform the public about the proposed roadway improvements to SH-99 from the end of the 4-lane section, south of SH-59, south approximately 8.0 miles to County Road EW-134 in Seminole County



Present Proposed Improvements



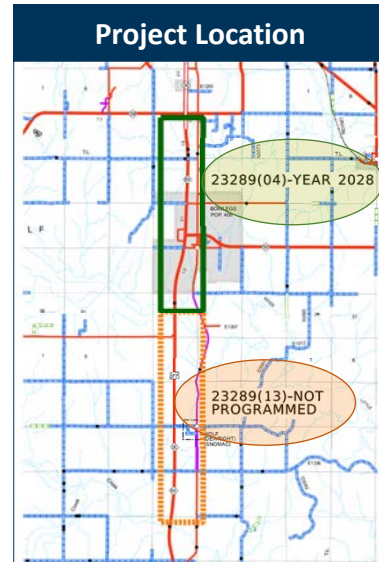
Describe Potential Environmental Impacts



Obtain Public Input



Outline the Schedule for the Project



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The purpose of this virtual open house is to present the proposed design for SH-99 and obtain public input.

As noted on the map, there are two programmed projects in the corridor; JP 23289(04) programmed for construction in 2028, and JP 23289(13) which is not currently in ODOT's 8-year construction program.

We will present the proposed design and improvements and describe potential environmental impacts. We will explain how to ask questions or make comments on the project. We will also outline the schedule for the projects.

Purpose of the Project

Provide a Safety Improvement and Continued Four-Lane Corridor Development along SH-99

- ◆ Existing roadway
 - Two 12-foot wide driving lanes
 - Eight-foot wide paved shoulders
- ◆ **JP 23289 (04) Project** | SH-99 from 3.0 miles south of US-270, south 4.0 miles
 - Current Traffic (2020): 2,615 Vehicles Per Day
 - Projected Traffic (2046): 3,950 Vehicles Per Day
- ◆ **JP 23289 (13) Project** | SH-99 from 7.0 miles south of US-270, south 4.0 miles
 - Current Traffic (2020): 2,420 Vehicles Per Day
 - Projected Traffic (2046): 3,660 Vehicles Per Day
- ◆ 14% of traffic is commercial trucks



The purpose of the project is to provide a safety improvement and continue the development of the four-lane corridor along SH-99.

The existing roadway consists of two 12-foot wide driving lanes and 8-foot wide paved shoulders.

Current traffic (2020) in the southern project segment is 2,615 vehicles per day. By 2046, traffic is expected to grow to over 3,950 vehicles per day.

Current traffic (2019) in the northern project segment is 2,420 vehicles per day. By 2046, traffic is expected to grow to over 3,660 vehicles per day.

Trucks make up approximately 14% of the vehicles on SH-99.

Purpose of the Project

Provide a Safety Improvement and Continued Four-Lane Corridor Development along SH-99

What are we trying to do?

Project Purpose

- ◆ Improve safety
- ◆ Continue development of 4-lane corridor
- ◆ Accommodate traffic volume
- ◆ Upgrade the road to meet current Federal Highway Administration (FHWA) and Oklahoma Department of Transportation (ODOT) design standards

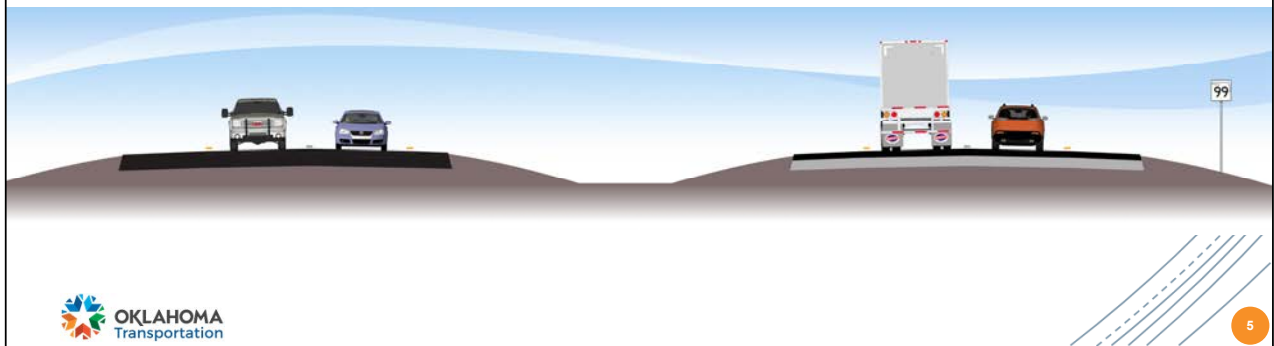


The purpose of the project is to provide a safety improvement, continue development of the four-lane corridor along SH-99, accommodate traffic volumes, and upgrade the road to meet current Federal Highway Administration (FHWA) and Oklahoma Department of Transportation (ODOT) design standards.

Proposed Improvements

Proposed Roadway

- ◆ Two lanes in each direction consisting of 12-foot wide driving lanes
- ◆ 10-foot wide paved outside shoulders and 4-foot wide paved inside shoulders
- ◆ Median width ranging from 34 feet to 52 feet
- ◆ Design speed of 65 mph

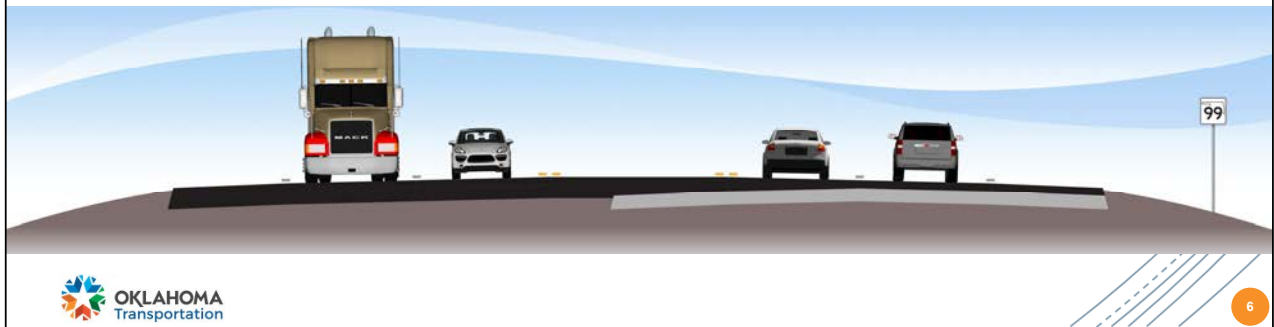


Ultimately, a 4-lane divided facility will be provided by adding two additional lanes parallel to the adjacent roadway. The proposed improvement includes two phases of construction. Phase 1 will consist of constructing a new two-lane facility for southbound traffic on an offset alignment to the west, with two 12-foot wide driving lanes, a 4-foot wide inside shoulder and a 10-foot wide outside shoulder. Phase 2 will consist of the resurfacing of the existing facility. The median width for this ultimate divided facility will vary from 34 to 52 feet and include median openings every half mile.

Proposed Improvements

Proposed Roadway | South of 1st Street to 400 feet North of EW128 Road | Five-Lane Section (7,750 feet or 1.46 miles)

- ◆ Two lanes in each direction consisting of 12-foot wide driving lanes
- ◆ 20-foot wide median
- ◆ 8-foot wide paved outside shoulders
- ◆ Design speed of 65 mph

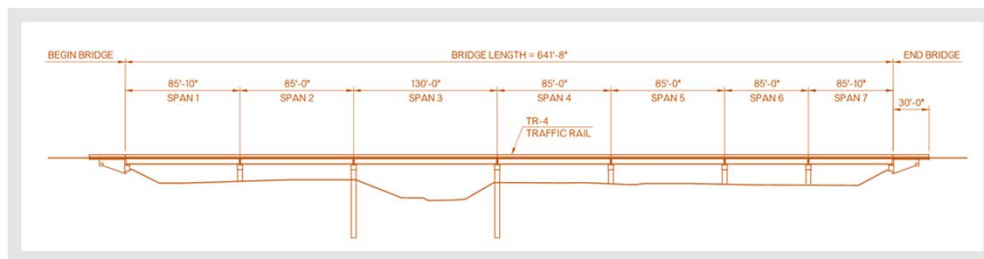


A portion of the project from south of 1st Street north approximately 1.5 miles to 400 feet north of EW-128 Road will consist of four 12-foot wide driving lanes with a 20-foot wide paved median and 8 foot wide paved outside shoulders. The design speed will be 65 mph. The existing SH-99 roadway will continue to provide local access to homes and businesses. Properties will have direct access to the highway like they do today. The existing drainage structures will be extended. SH-99 will remain open during construction and phased construction will be utilized to maintain traffic.

Proposed Improvements

Proposed Bridges

- ◆ Addition of new bridge over Little River for southbound traffic
 - Southbound bridge will provide 38-foot clear roadway
- ◆ Replacement of existing bridge over Little River for northbound traffic
 - Northbound bridge will provide 40-foot clear roadway
- ◆ Each bridge will provide two 12-foot wide driving lanes



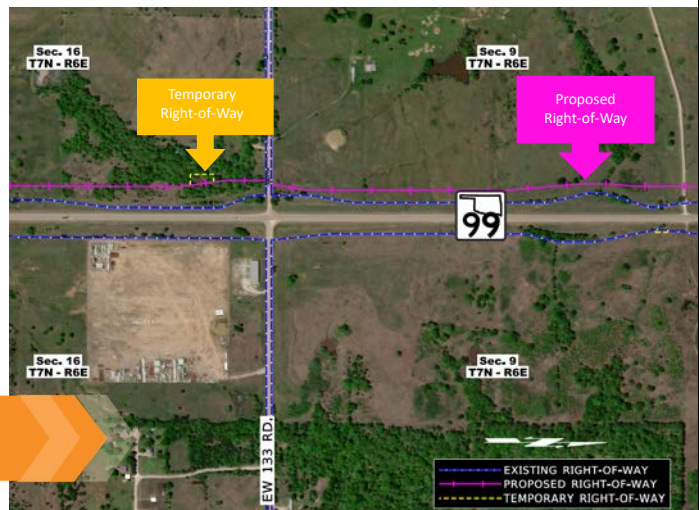
A new 38-foot-wide bridge will be constructed for southbound traffic on the new 2-lane facility over Little River during Phase 1. Phase 2 will include replacement of the existing Little River bridge for northbound traffic to provide a 40-foot-wide roadway.

The existing SH-99 roadway will continue to provide local access to homes and businesses. Properties will have direct access to the highway like they do today. One of the main reasons this design was selected was to minimize additional right-of-way needed for the improvements.

Development of Construction Plans

Proposed Right-of-Way

- ◆ Design development has advanced to include:
 - Highway/Local Roads
 - Drainage
 - Driveways
 - Utility Corridors
- ◆ Proposed right-of-way for acquisition has been laid out according to FHWA and ODOT guidelines



Right-of-Way Acquisition Questions



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The design for the highway has advanced to the point where we can determine the proposed right-of-way. Right-of-way is property that ODOT will purchase to build the highway. The design to this point includes the layout of the highway both horizontally and vertically, crossing drainage structures and driveways with side drains. The proposed right-of-way is shown with purple hatched lines in the snapshot on the screen. Temporary right-of-way is shown with yellow dashed lines. Existing ODOT owned right-of-way is in blue and white hashed lines.

The proposed right-of-way line is only along the west side of SH-99 to accommodate the new lanes for southbound traffic. The public meeting website includes an Interactive Map that shows the design and proposed right-of-way for the entire project. You can use the Interactive Map to view your property and leave comments. The public meeting website also includes additional information on the right-of-way purchase process.

Development of Construction Plans

Project Overview

- ◆ Starts on SH-99 south of SH-59 Junction
- ◆ Continues south approximately 8 miles
- ◆ Includes County Road intersections
 - EW 127
 - EW 128
 - EW 129 (1st Street)
- ◆ Includes County Road intersections (*continued*)
 - EW 131
 - EW 133
 - EW 134
- ◆ Ends at approximately EW County Road 134

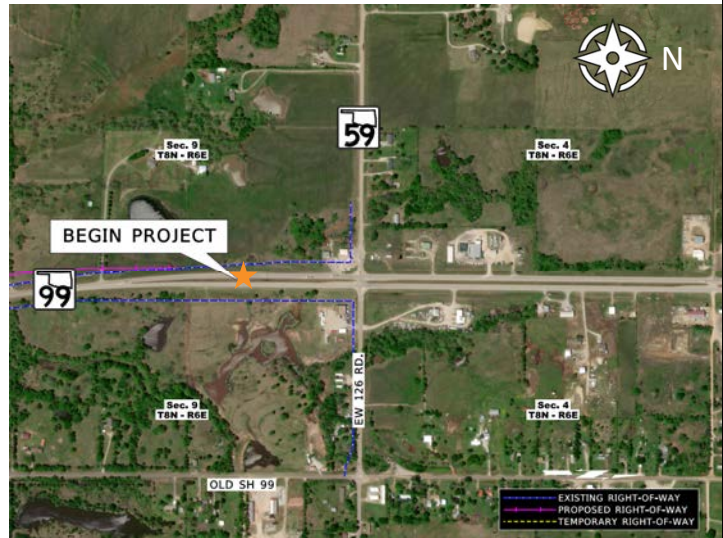


The map on this slide shows the project limits. The proposed improvements for SH-99 will start at the end of the 4-lane section south of the SH-59 junction in Seminole, and extend south approximately 8 miles to the south of County Road EW-134.

Development of Construction Plans

Project Walk Through

- ◆ Beginning of Project
 - Begin project at the end of the existing 4-lane section south of the junction of SH-99 and SH-59

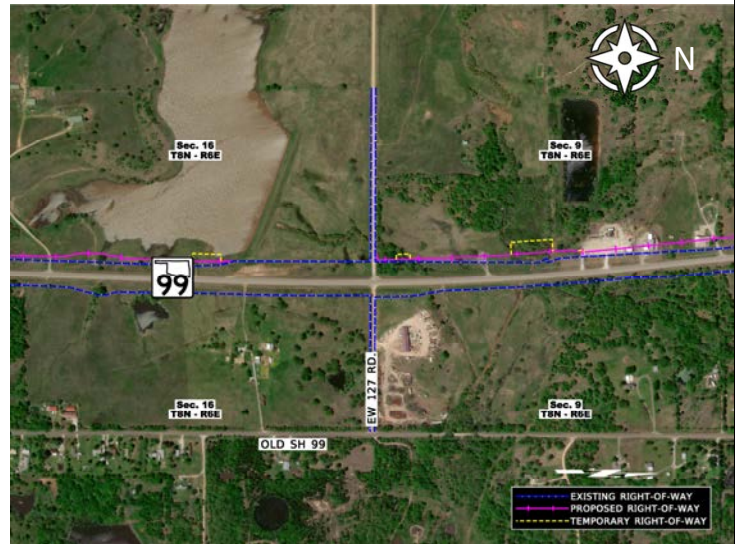


This slide shows the beginning of the project south of SH-59. Note that north is pointed to the right in this slide.

Development of Construction Plans

Project Walk Through

- ◆ SH-99 and EW 127 intersection
- ◆ Temporary right-of-way is needed for one driveway south of EW 127
- ◆ Temporary right-of-way is needed north of EW 127 for replacement of crossing drainage structures

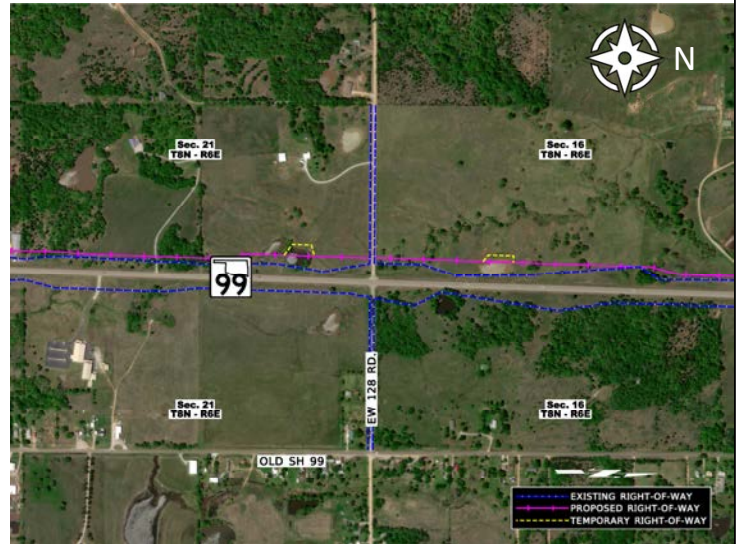


This slide shows the SH-99 and EW 127 Intersection. Temporary right-of-way is needed for one driveway south of EW 127 west of SH-99. Temporary right-of-way is also needed in two locations north of EW 127 west of SH-99 for replacement of crossing drainage structures.

Development of Construction Plans

Project Walk Through

- ◆ SH-99 and EW 128 intersection
- ◆ Temporary right-of-way is needed for two ponds, one north and one south of EW 128.



This slide shows the SH-99 and EW 128 Intersection. Temporary right-of-way is needed for two ponds west of SH-99. One pond is located north of EW 128 and one pond is located south of EW 128.

Development of Construction Plans

Project Walk Through

- ◆ SH-99 and EW 129 (1st Street) intersection
- ◆ Temporary right-of-way is needed for five driveways, three north and two south of 1st Street
- ◆ Temporary right-of-way is needed for connections to Hillcrest Drive intersections



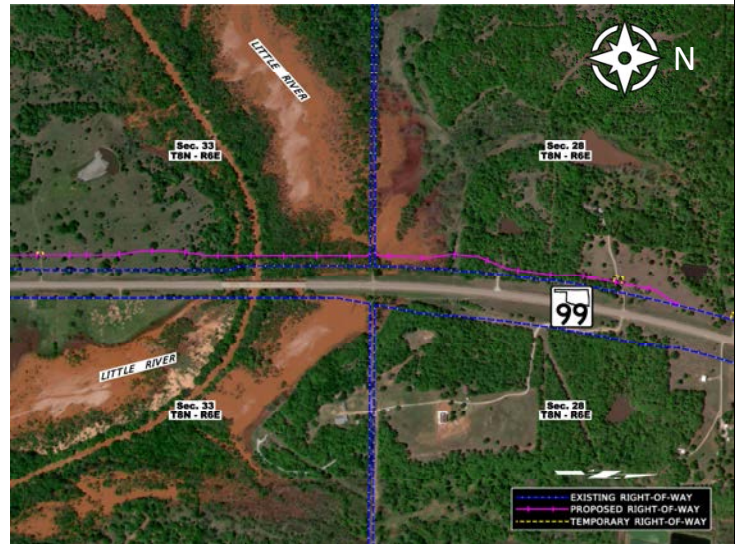
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This slide shows the SH-99 and EW 129 (1st Street) Intersection. Temporary right-of-way is needed for five driveways west of SH-99. Three driveways are located north of 1st Street and two driveways are located south of 1st Street. Temporary right-of-way is also needed at the intersections with Hillcrest drive.

Development of Construction Plans

Project Walk Through

- ◆ SH-99 over Little River
- ◆ Temporary right-of-way is needed for two driveways, one north and one south of Little River.



This slide shows SH-99 over Little River. Temporary right-of-way is needed for two driveways west of SH-99. One driveway is located north of Little River and one driveway is located south of Little River.

Development of Construction Plans

Project Walk Through

- ◆ SH-99 and EW 131 intersection
- ◆ Temporary right-of-way is needed for one driveway north of EW 131 west of SH-99
- ◆ Temporary right-of-way is needed for replacement of two crossing drainage structures east of SH-99

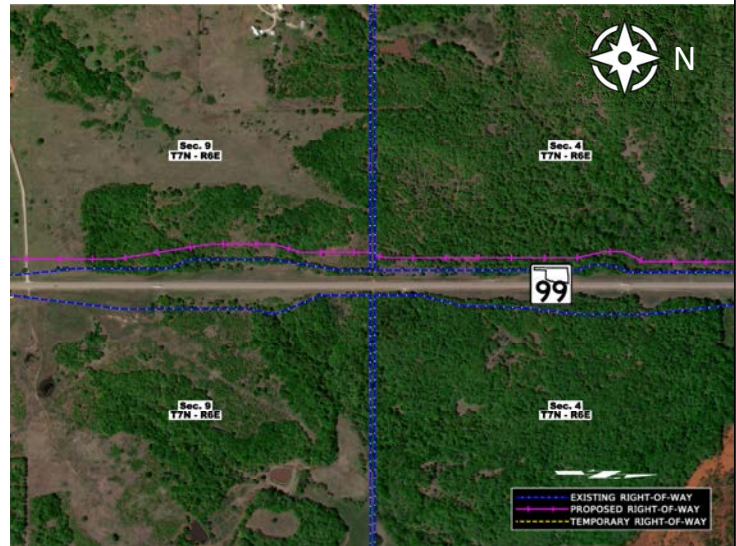


This slide shows the SH-99 and EW 131 Intersection. Temporary right-of-way is needed for one driveway north of EW 131 west of SH-99. Temporary right-of-way is also needed in two locations east of SH-99 for replacement of crossing drainage structures.

Development of Construction Plans

Project Walk Through

- ◆ SH-99 between EW 131 & EW 133 intersections

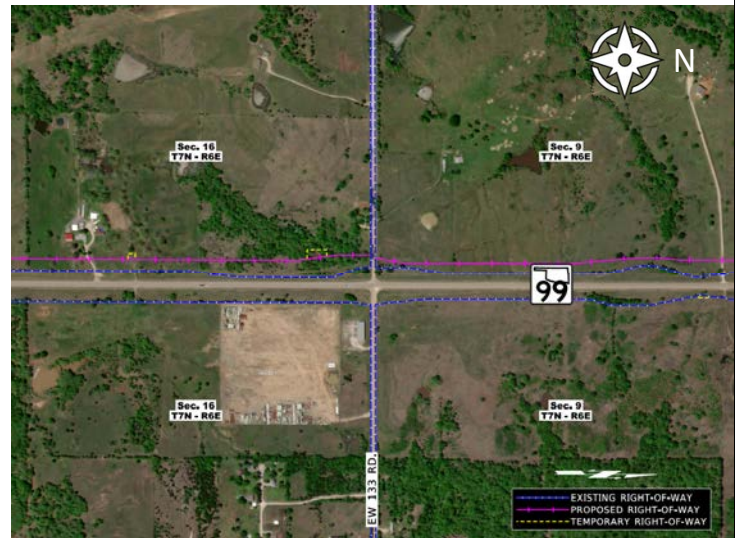


This slide shows SH-99 between intersections with EW 131 and EW 133.

Development of Construction Plans

Project Walk Through

- ◆ SH-99 and EW 133 intersection
- ◆ Temporary right-of-way is needed for two driveways south of EW 133
- ◆ Temporary right-of-way is needed for replacement of a crossing drainage structure east of SH-99

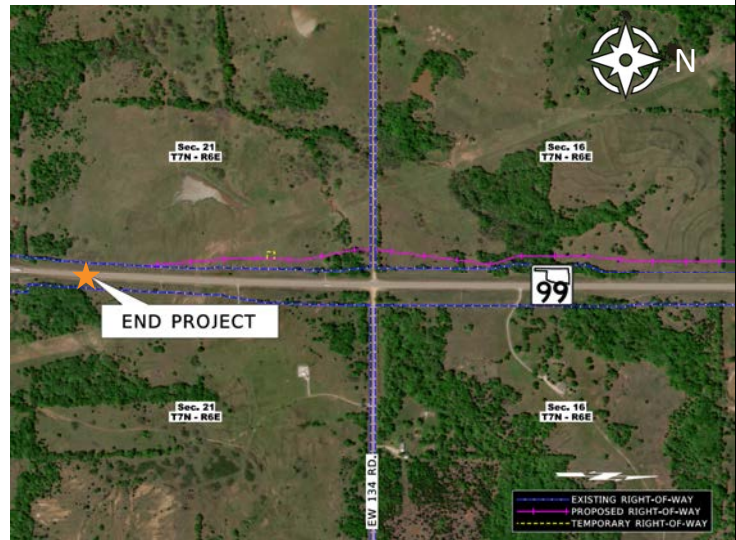


This slide shows the SH-99 and EW 133 Intersection. Temporary right-of-way is needed for two driveways south of EW 133 west of SH-99. Temporary right-of-way is also needed in one location east of SH-99 for replacement of a crossing drainage structure.

Development of Construction Plans

Project Walk Through

- ◆ End of Project
 - Transition from 4-lane section to existing 2-lane section 2,150 feet south of EW 134
- ◆ Temporary right-of-way is needed for one driveway south of EW 134



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The project ends 2,150 feet south of EW 134 and will transition from the new 4-lane section to the existing 2-lane section. Temporary right-of-way is needed for one driveway south of EW 134.

Environmental Studies

Detailed Environmental Studies Have Been Completed

- ◆ ODOT Completed Studies
 - Cultural Resources (Historic and Archeological)
 - Waters and Wetlands
 - Threatened and Endangered Species
 - Hazardous Materials Assessment
 - Traffic Noise
 - Floodplains Assessment
- ◆ Commitments to avoid and/or minimize impacts to the environment will be included in the project in accordance with the National Environmental Policy Act (NEPA)



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ODOT has completed detailed environmental studies of the proposed improvement and has consulted with the appropriate agencies for approval. Studies of cultural resources, waters and wetlands, threatened and endangered species, hazardous materials, traffic noise, and floodplains assessment were completed.

As a result of these studies, additional commitments to avoid and/or minimize impacts to the environment will be added to the project. To authorize construction of the project, ODOT will complete a Documented Categorical Exclusion for Federal Highway Administration approval.

Environmental Studies

Study Results | Cultural Resources (Section 106)

- ◆ No effect on historic properties
- ◆ Seven previously recorded archaeological sites were revisited. No new sites were identified.
- ◆ Five building complexes were documented and are not eligible for inclusion in the National Register of Historic Places.
- ◆ Study and report was provided to the State Historic Preservation Office and the State Archaeologist.
 - Both agencies agreed with the results. There will be no effect of cultural resources.
- ◆ Following tribes were consulted: Kialegee Tribal Town, Osage Nation, Seminole Nation, Thlopthlocco Tribal Town, and Wichita & Affiliated Tribes



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For cultural resources, field studies and reporting to the State Historic Preservation Office (SHPO) and the Oklahoma State Archaeologist (OAS) were completed that resulted in concurrence from both agencies. There is no effect on historic properties for these segments.

Seven (7) previously recorded sites were revisited, and no new archaeological sites were identified. Five (5) building complexes were documented and are not eligible for inclusion in the National Register of Historic Places.

ODOT also consulted with tribes on these findings.

Environmental Studies

Study Results

- ◆ Measures to protect the American Burying Beetle
 - Avoid or minimize impacts to the American Burying Beetle
- ◆ Measures to protect Bald Eagles
 - A nest survey will be completed
 - Two locations have already been identified that no work may occur within
- ◆ Measures to protect Migratory Birds
 - Construction restrictions to avoid impacts to migratory birds during their nesting season

Threatened and Endangered Species



American Burying Beetle



Bald Eagle



Migratory Birds



Suitable habitat for the American Burying Beetle occurs within the immediate vicinity of the proposed project. Measures to avoid or minimize impacts to the American Burying Beetle will be taken.

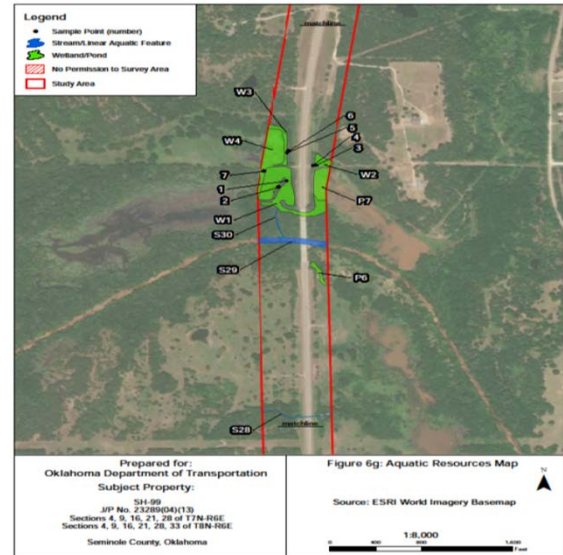
Suitable nesting, roosting or foraging habitat for the Bald Eagle occurs within the project's action area. Measures to protect Bald Eagles will be taken that include a nest survey.

Migratory birds are protected by the federal Migratory Bird Treaty Act. Construction restrictions to avoid impacts to migratory birds during their nesting season will be implemented.

Environmental Studies

Study Results

- ◆ Waters and Wetlands
 - Impacts to Waters and Wetlands will be coordinated with the U.S. Army Corps of Engineers
 - The appropriate Clean Water Act Section 404 permit will be obtained for the project
- ◆ Hazardous Materials
 - Low risk for impacts



Impacts to waters and wetlands will occur at several streams and drainages. Any impacts will be coordinated with the U.S. Army Corps of Engineers and ODOT will obtain a Clean Water Act Section 404 permit for the project. Any mitigation requirements will be addressed in the 404 permit.

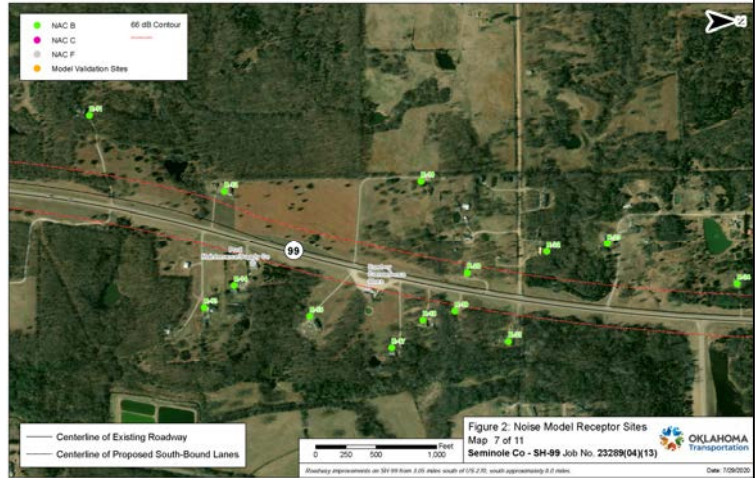
The graphic shows the Little River crossing and potential wetlands located to the north.

ODOT completed an Initial Site Assessment for hazardous materials and found there is low risk for impacts. The Initial Site Assessment tries to identify the presence of hazardous waste or soil and groundwater pollution near the proposed project area to avoid or minimize project delays and escalated construction costs.

Environmental Studies

Study Results

- ◆ A Noise Study was completed according to FHWA Regulations and ODOT Noise Policy
 - Noise modeling was performed to predict potential noise impacts associated with future traffic, terrain and receptor site locations
 - Model was based on the existing two-lane roadway and proposed future four-lane roadway
 - 30 residential noise receivers and 1 place of worship were evaluated



ODOT completed a traffic noise study according to FHWA and ODOT Noise Policy. The study utilized the FHWA Traffic Noise Model to predict future noise levels, factoring in future traffic volumes, terrain and receptor site locations. Model validation was performed by measuring existing noise levels and counting existing traffic volumes at several locations in the corridor. The model was based on the existing and proposed future roadway including the future 4-lane divided roadway on SH-99. Thirty single-family homes and one-place of worship were analyzed for noise impacts.


Looking at the map, the NAC B green dots represent homes or in “noise language” – receptors. The orange line represents the 66dB contour line, which is the line where noise impacts begin to occur based on the modeling.

Environmental Studies

Noise Study Results

- ◆ Noise Impacts Occur When
 - Exterior future noise levels are 66 dB or above; or
 - Exterior future noise levels are 15 dB or more above existing levels
- ◆ Traffic Noise Results
 - One residence will approach or exceed the 67dB
 - No substantial increases (15 dB) in noise levels, with the highest increase in future noise levels being 4.1 dB
- ◆ All affected noise receptors in the project area have direct driveway access to SH-99, requiring gaps in the wall that would make noise abatement measures ineffective. Noise walls will not be constructed.



 *dB = decibels



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Noise Impacts occur when future noise levels are at least 66 decibels; or future noise levels are 15 decibels or more above existing levels. Based on the proposed project and future traffic volumes, one (1) residence will approach or exceed the 67 decibel threshold.

No substantial increases in noise levels are anticipated, with the highest increase in future noise levels being 4.1 decibels.

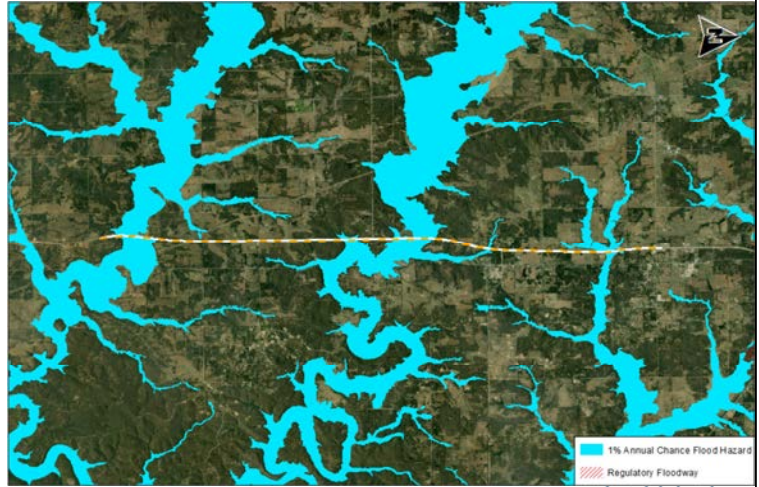
The one residential receptor that is projected to be impacted by noise has direct driveway access onto SH-99. The gap required for this driveway would make noise abatement measures ineffective and, therefore, noise mitigation would not prove feasible.

We encourage you to view the Noise Tab in this website for additional information.

Environmental Studies

Study Results

- ◆ Floodplains
 - The project is not located within a regulatory floodway.



The project is not located within a regulatory floodway.

Environmental Studies

Environmental Justice Profile | Study of Demographics

- ◆ Median Income
 - None of the census geographies show a median income below the DHHS poverty level of \$25,750 for 2019.
- ◆ Minority Population
 - One of the 5 census block groups had a ratio of minority populations greater than the Oklahoma state average minority population of 33% with populations of populations of 37%, 18%, 25%, 31% and 33%.
- ◆ Limited English Proficiency (LEP)
 - One of the 5 census block groups showed the presence of persons who speak English "less than very well". The block groups within and surrounding the study area contain 2.47%, 0%, 0.22%, 0%, and 0.54% LEP households, respectively. The Oklahoma state average is 2% LEP households. Two census block groups showed the presence of persons who speak English "less than very well".



ODOT reviewed the US Census data to determine the presence of low-income and minority communities in the project area. None of the census geographies show a median income below the federal poverty level.

One of the 5 census block groups has minority populations greater than the Oklahoma state average minority population of 33%.

One of the 5 census block groups showed the presence of persons who speak English "less than very well".

Estimated Relocations

To Accommodate Highway Widening Additional Right-of-Way will be Required

Estimated Relocations

- ◆ Residential Impacts
 - One family residence
- ◆ Commercial Impacts
 - Three commercial properties



View the
[Interactive Map](#)
find your property.

We encourage you to view
the following brochures.

[ODOT Relocation
Brochure](#)

[Property Rights
Brochure](#)



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Residential and commercial relocations are likely to be required for the project. No community facilities (for example, schools, places of worship, or health care facilities) were identified within or immediately surrounding the proposed project area.

It is estimated that 1 single family residence and 3 commercial properties will be impacted by the project.

We encourage you to view the ODOT Relocation Brochure and Property Rights Brochure Tabs on this website and view the Interactive Map to find your property.

Construction

Construction Plan



Construction is currently in the ODOT 8-year plan to begin in Fiscal Year 2028



Project will be constructed in phases



Two-way traffic will be maintained throughout construction



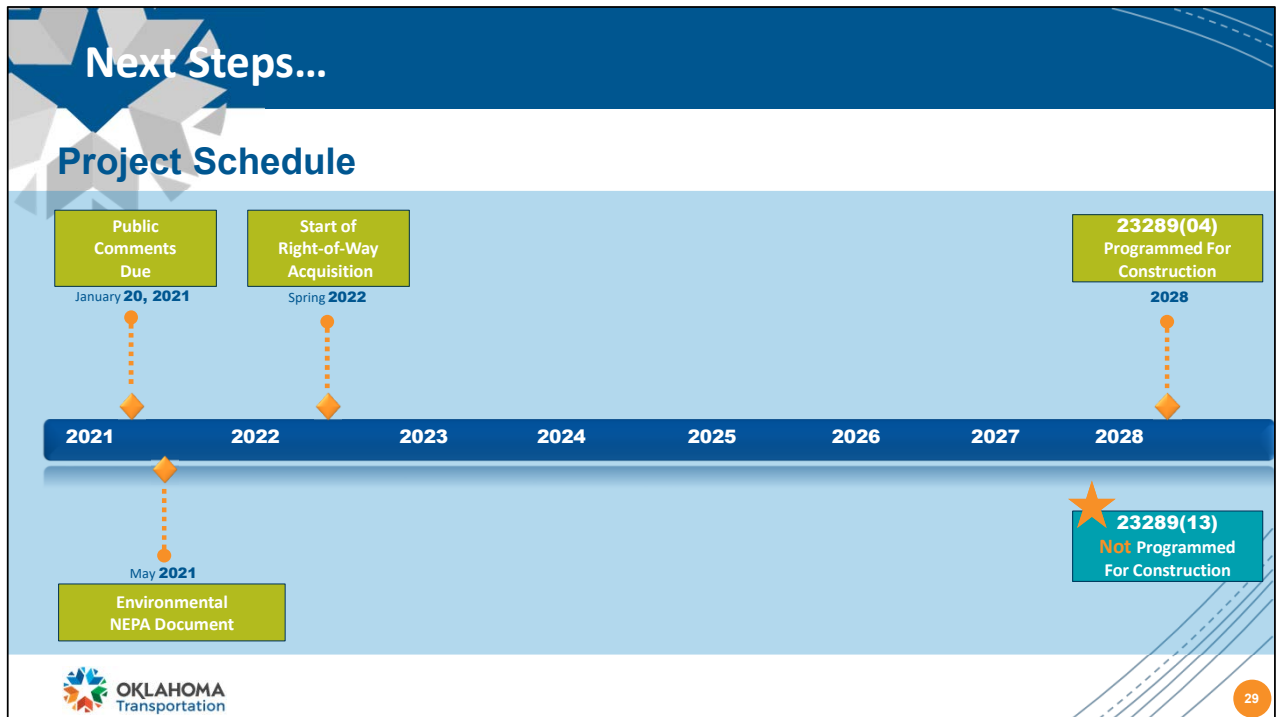
Access will be maintained to all residences and businesses during construction



Construction for project Job Piece 23289(04) is currently in the ODOT 8-year plan to begin in Fiscal Year 2028. The project Job Piece 23289(13) is currently not programmed in the ODOT 8-year plan.

Two-way traffic will be maintained throughout construction.

Access will be maintained to all residences and businesses during construction.



This slide shows the next steps for the project.

We ask that you submit your comments by January 20, 2021 so that we may incorporate your feedback and finalize the design plans.

If your property is affected by the project, you can expect to hear from ODOT right-of-way agents beginning in Spring of 2022.

Construction of the 23289(04) project is anticipated to last approximately 2 to 2-1/2 years.

Thank You!

We appreciate your participation in our Virtual Open House!

Comments or Questions

- ◆ Submit a written comment or question to the “Submit a Comment” page on the ODOT website www.odot.org
- ◆ Email environment@odot.org
- ◆ For more information please call **405.325.3269**.



Please visit the following areas on the ODOT website for more information.



INTERACTIVE MAP

View the design on the aerial photograph, zoom and in and out, find your property, etc.



RIGHT-OF-WAY ACQUISITION

Information for right-of-way acquisition and relocations.



FREQUENTLY ASKED QUESTIONS

Common questions and answers about the project.



SUBMIT A COMMENT

Submit your comments or questions on this page or send by email or US mail.

Thank you for participating!

Please visit the other areas of this website for more information.

This concludes the meeting presentation.