

Slide 1 - Welcome Slide

Welcome to the public hearing for the US-75 at Preston Road project. The Oklahoma Department of Transportation is proposing improvements to the intersection of US-75 and Preston Road in Okmulgee County.

Public Hearing Introductions

Elected & Public Officials

ODOT Staff

Consultants



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Slide 3 – Virtual Public Hearing Agenda

My name is **Kelly Saladis** and I would like to welcome and thank you for attending this public hearing. I would like to take a moment to introduce the Elected and Public Officials in attendance, _____ . Thank you for joining us this evening.

I would also like to introduce ODOT Staff members in attendance this evening: _____ .

The ODOT consultant team members in attendance are Mike Knapik, CP&Y Design Project Manager, Victoria Raines, Architectural Historian, Michelle Neeley, Public Involvement Specialist and myself, Kelly Saladis, CP&Y Environmental Project Manager

Public Hearing Agenda

1	Introduction	Kelly Saladis, CP&Y
2	Project Design Presentation	Mike Knapik, CP&Y
3	Environmental Presentation	Kelly Saladis, CP&Y
10 Minute Recess		
4	Public Comments	Kelly Saladis, CP&Y



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Slide 4 – Virtual Public Hearing Agenda

In this presentation, we'll be covering the following areas:

- A project overview;
- An environmental overview;
- Project schedule;
- and how to comment

Purpose of this Public Hearing

Provide an Overview of the Project

- Existing Conditions
- Proposed Improvements

Present the Environmental Assessment (EA)

- Purpose and Need
- Alternatives Considered
- Summary of Agency Coordination & Public Involvement
- Social, Economic & Environmental Impacts

Opportunity to Comment

- Submit a written comment at this hearing
- Make a verbal comment to the court reporter
- Mail or email comments to ODOT by **Wednesday, November 24, 2021**



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Slide 5 – Purpose of this Public Hearing

Notices for this hearing were published on the ODOT web site and the Okmulgee Times

The purpose of this public hearing is to:

1. Provide an overview of the project, including existing conditions and the proposed improvements
2. Present the findings from the Environmental Assessment; and
3. Provide the public the opportunity to comment.

At this time, I'd like to turn it over to Mike Knapik to discuss the US-75 project.

Project Location, Purpose and Need

PURPOSE

- To improve the safety and accessibility of US-75 and Preston Road

NEED

- The at-grade intersection configuration at US-75 at Preston Road results in backups along Preston Road and contributes to a history of severe collisions



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Slide 6 – Project Location, Purpose and Need

The US-75 at Preston Road project begins seven miles north of the US-62 junction in Okmulgee County and extends north approximately one mile along US-75 in Preston, Oklahoma. The project study area is depicted on this slide with the yellow shading.

The purpose of this project is to improve the safety and accessibility of US-75 and Preston Road. The project is needed because the at-grade intersection configuration at US-75 and Preston Road results in backups along Preston Road and contributes to a history of major collisions at the intersection.

Existing US-75 - Four Lane Divided Highway

- Four 12-foot-wide lanes (two in each direction)
- 4-foot wide inside shoulders and 10-foot-wide outside shoulders
- At grade intersection with Preston Road
- Existing right-of-way width is 100' on either side
- There are no bike lanes or sidewalks



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Slide 7 – Existing US-75 – Four Lane Divided Highway

US-75 within the project limits is a four-lane divided highway with four 12-foot-wide lanes, 10-foot-wide outside shoulders and 4-foot wide inside shoulders. The existing US-75/Preston Road intersection is at-grade and there are no bike lanes or sidewalks in the project limits. The existing right of way of US-75 is 100 feet wide on each side of the road.

Proposed US-75 - Grade Separated Interchange

- Construction of a bridge on Preston Road over US-75
- Two, 12-foot travel lanes with 4-foot outside shoulders on Preston Road
- On and off ramps for both directions of US-75
- Rerouting County Road N 220 (Pierce Avenue) to eliminate direct access to US-75



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Slide 8 – Proposed US-75 – Grade Separated Interchange

The project includes construction of a bridge on Preston Road over US-75 and adding on/off ramps to provide access from Preston Road to both directions of US-75. The reconstructed portion of Preston Road would consist of two, 12-foot-wide travel lanes with 4-foot-wide outside shoulders. Additionally, County Road N 220 (also called Pierce Avenue) would be rerouted along the east side of US-75 to connect to Preston Road to the south, east of the Preston Road/US-75 intersection. The intersection of County Road N 220 and US-75 would also be removed to eliminate the direct access to US-75.

Proposed US-75 – Grade Separated Interchange



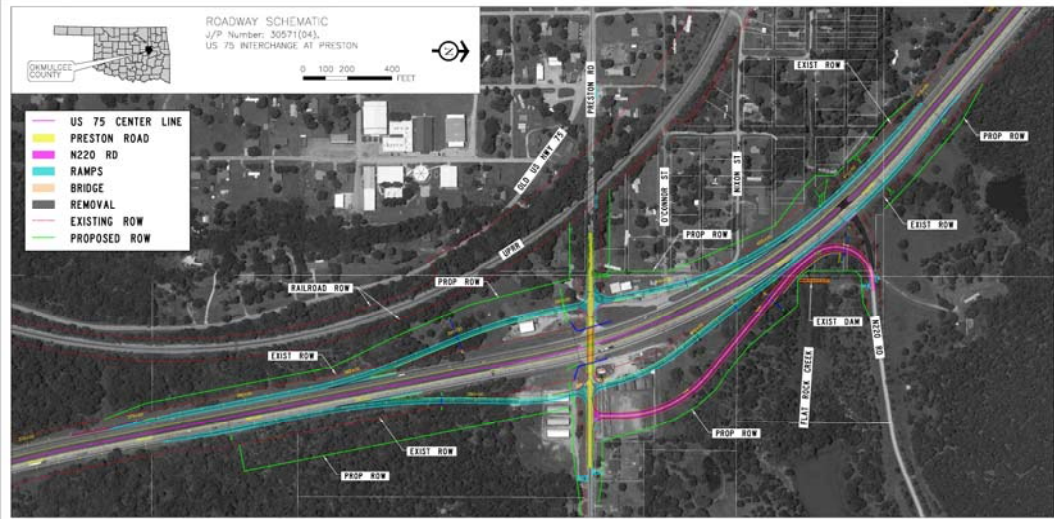
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Slide 9 – Proposed US-75 – Grade Separated Interchange

This slide shows an artistic rendering of what the proposed roadway and interchange would typically look like. This is a view of US-75 to the north at the proposed Preston Road overpass.

Build Alternative Studied in Environmental Assessment



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Slide 10 – Build Alternative Studied in Environmental Assessment

This slide shows the plan view of the Build Alternative that was studied in the Environmental Assessment.

Alternatives Considered

Option 1

- Close US-75 median opening at Preston Road
- Add “J-turn” several hundred feet south and north of the existing intersection

Safety Issues: due to rolling terrain on US-75, school buses turning onto US-75 would be required to travel immediately uphill on a high-speed facility

Option 2

- Adding traffic signals to the existing intersection

Safety Issues: Sight distance concerns and inadequate safe stopping distance

Option 3

- Closing the US-75 center median and requiring traffic to travel north or south to a median opening

Issues: Negative impact on emergency vehicle response times and adverse effects on school bus routes



Slide 11 – Alternatives Considered

ODOT has considered several options to improve safety at the US-75 at Preston Road intersection. One of the options was to close the US-75 median opening at Preston Road and add a “J-turn” several hundred feet south and north of the existing intersection. With the eliminated median opening, this would require traffic on Preston Road to travel north or south on US-75 and turn around at the J-turn to cross US-75. Due to the rolling terrain on US-75, school buses turning on to US-75 would be required to travel immediately uphill on a high-speed facility which would not be safe. Therefore, the J-turn proposal was dismissed as a viable option.

Another option considered was adding traffic signals to the existing intersection. This option was not carried forward due to sight distance concerns and inadequate safe stopping distance. Closing the US-75 center median and requiring traffic to travel north or south to a median opening was also considered but determined to have substantial negative impact on emergency vehicle response times and would adversely affect school bus routes. These three options were therefore dismissed from further consideration.

Public Meeting

JANUARY 28, 2020, IN PRESTON, OK

- Presented information about the proposed improvements and requested input from the public
- 76 people attended the meeting
- 13 written comments and suggested solutions were received at the meeting
- Six additional comments were provided in the two-week comment period following the meeting
- Majority of the comments indicated support for the projects potential to increase safety and improve access at the intersection
- A few commentors expressed concern over the loss of local businesses and fair compensation



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Slide 12 – Public Meeting

ODOT held a public meeting for the US-75 at Preston Road project on January 28, 2020, in Preston. The purpose of the meeting was to present information about the proposed project and request input from the public. Seventy-six people signed in for the meeting, and a total of 19 comments and suggested solutions were received within the two-week comment period. Most of the comments indicated support for the project and its potential to increase safety and improve access at the intersection. A few of the commenters expressed concern over the loss of local businesses and fair compensation.

With that, I will hand the presentation back over to Kelly Saladis to discuss the Environmental Assessment.

Summary of Potential Impacts Presented in Environmental Assessment



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Slide 13 – Summary of Potential Impacts Presented in Environmental Assessment

The technical documentation for this project addresses the potential environmental impacts identified during the design phase of the proposed project. These areas of potential impacts included natural, social, and cultural resources as well as potential impacts to adjacent and surrounding land use. The environmental reports were approved by ODOT and have been coordinated with other public agencies. The Environmental Assessment and associated technical reports can be found on the public hearing and meetings website and are available for review tonight.

This slide depicts of all topics that were considered during the environmental phase of the project. The following slides include a summary of the findings.

Summary of Potential Impacts Presented in Environmental Assessment

Relocations

- Six residential (seven buildings)
- Nine commercial (16 buildings/185 Personal Property Only)

Environmental Justice

- Early notifications and request for comments from Native American tribes
- No disproportionate impacts to minority or low-income populations

Prime Farmland

- No impacts will occur, per coordination with Natural Resources Conservation Service (NRCS)

Cultural Resources

- No historic-age buildings meet eligibility criteria for listing on the NRHP
- No archeological resources meet eligibility criteria for listing on NRHP

Species and Habitat

- Plan notes will be added to avoid/minimize impacts to the following species: Northern Long-eared Bat, Bald Eagles, migratory birds, and American Burying Beetle
- The project will have no effect on the Interior Least Tern, Piping Plover, Red Knot and Whooping Crane



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Slide 14 – Summary of Potential Impacts Presented in Environmental Assessment

The proposed project would require the acquisition of approximately 20 acres of additional right of way along US-75. As a result, a total of 6 residential, 9 commercial, and 185 personal property only displacements would occur.

ODOT provided early notifications and solicited comments relative to the social, economic, or environmental effects of the project from local, state and federal agencies/organizations, and Native American Tribes. Census data was used to evaluate the projects potential effect on Environmental Justice or EJ populations. Although there are readily identifiable minority populations within the study area that would experience impacts from displaced residences and commercial properties, the impact would not be disproportionate to the impacts on non-EJ populations.

Studies of farmlands and cultural resources were completed. No significant impacts to any of these resources are expected. Construction commitments will be made to avoid effects to threatened and endangered species that have habitat in the project area.

Summary of Potential Impacts Presented in Environmental Assessment (Continued)

Jurisdictional Waters and Wetlands

- The jurisdictional status of resources will be confirmed with the USACE
- Proposed construction activities will be evaluated to ensure the appropriate Section 404 permit authorization is obtained

Temporary Construction Impacts

- Detours will be used to maintain access while Preston Road is closed to traffic
- Temporary noise and dust

Water Quality

- Storm Water Pollution Prevention Measures will be implemented during construction

Floodplains

- There are no regulated floodplains

Hazardous Materials

- The EZ stop has three above ground storage tanks (AST)
- Additional Investigation may be necessary
- An AST plan note will be included in the plans to address the EZ stop site

Noise

- A Traffic Noise Analysis was completed
- One modeled residential dwelling is expected to be impacted
- No receivers will experience a substantial increase
- A noise barrier was evaluated but determined not to be reasonable or feasible

Visual

- Elevated bridge and ramps at the intersection



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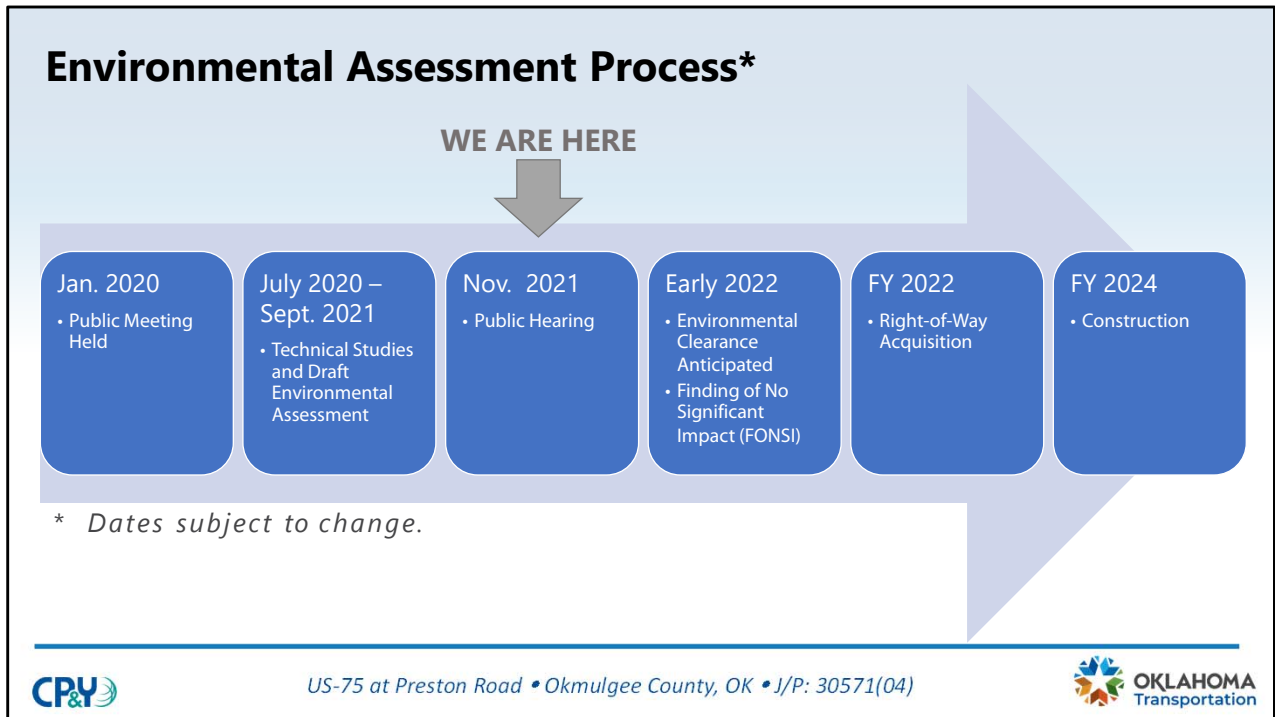


Slide 15 – Summary of Potential Impacts Presented in Environmental Assessment (Continued)

Studies of waters and wetlands, water quality, floodplains, visual/aesthetics, and construction impacts were completed. No significant impacts to any of these resources are expected.

A hazardous materials assessment determined the need for additional investigations at one potential high-risk site.

A traffic noise analysis was conducted, resulting in projected impacts to one residence. A noise barrier analysis was conducted, and it was determined that a noise barrier would not be feasible and reasonable at the impacted residence.



Slide 16 – Environmental Assessment Process

Following this hearing, documentation of this public hearing will be reviewed by ODOT for the final environmental decision and design approval. If there are no major issues arising from this hearing that cannot be addressed in a reasonable time frame, the final environmental decision is expected in early 2022.

Following the environmental decision, right-of-way acquisition will begin. Construction of the project is expected to begin in 2024. The total estimated cost of the proposed project is approximately \$11 million.

Environmental Assessment Available for Review

You may view a copy of the EA at the following locations:

ODOT District 1 Field Office

2800 S. 32nd Street
Muskogee, OK 74401

Hours: Monday through Friday,
7:30 a.m. to 4:30 p.m.

Oklahoma Department of Transportation

200 N.E. 21st Street
Oklahoma City, OK, 73015

Hours: Monday through Friday,
7:30 a.m. to 4:30 p.m.

Preston Post Office

10040 Polk Avenue
Preston, OK 74456

Hours: Monday through Friday,
7:30 a.m. to 11:30 a.m.,
Saturday, 8:30 a.m. to 10 a.m.

Online: www.odot.org/US75PrestonRoad



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Slide 17 – Environmental Assessment Available for Review

Copies of the Environmental Assessment prepared for the project are available for public inspection at the locations shown on this slide and during the hours identified. The Environmental Assessment is also available this evening at the hearing and online at www.odot.org/US75PrestonRoad.

How to Comment

To be documented and considered as part of the US-75 at Preston Road Public Hearing, provide your comments via these methods by **November 24, 2021**:



In Person

Fill out a comment form or make a verbal comment at today's meeting



Email

environment@odot.org



Mail

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



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Slide 18 – How to Comment

ODOT is committed to continuing our efforts to gain public feedback about this project.

ODOT is offering several methods for providing comments. Verbal comments will be accepted following a 10-minute recess.

You can also submit written comments by email to environment@odot.org, or by mailing your comments to the address shown on this slide. All written comments must be received or postmarked by November 24, 2021, to be included in the official public hearing record.

The responses to all comments submitted during the comment period will be included in the public hearing summary report, which will be posted to the ODOT meetings and hearings website once completed.

Public Comments

10-minute recess Comment period following recess



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Slide 19 – Public Comments

This concludes the public hearing presentation. We will now take a 10-minute recess before the public comment period. If you wish to make a public comment, please sign-up to speak before the end of the recess.

Public Comments

To make a verbal comment:

- Approach the court reporter table
- State full name and mailing address
- All comments limited to 3 minutes
- The court reporter will record comments, please note that we will not attempt to respond to your comments at this time.
- Comments will be fully considered and responded to in the project record.



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Slide 20 – Public Comments

We will now readjourn for the public comment opportunity.

If you have signed up to make a comment, please wait until your name is called to go to the court reporter table speak. When making your comment, please state your full name and mailing address and limit your comments to three minutes. The court reporter will record your comments. Please note that we will not attempt to respond to your comments at this time. Your comments will be fully considered and responded to in the project record.

Public Comments



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Slide 21 – Public Comments

For More Information

Kelly Saladis, CP&Y
214-276-5429
ksaladis@cpyi.com

Andrew Ward, ODOT
Environmental Programs
405-521-2325
wward@odot.org



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Slide 22 – For More Information

Additional information about the project can be obtained by contacting Kelly Saladis, CP&Y at 214-276-5420 or ksaladis@cpyi.com , or Andrew Ward, ODOT Environmental Programs, at 405-521-2325 or wward@odot.org.

Again, you can submit written comments at tonight's hearing, by email to environment@odot.org, or by mailing your comments to the address shown on this slide. All written comments must be received or postmarked by November 24, 2021, to be included in the official public hearing record.

Thank you for your interest in the US-75 at Preston Road Project



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Slide 23 – Thank You

Thank you for your participation. This concludes the presentation, and this public hearing is adjourned. Staff will be present until 7:30 to continue with the open house if there are additional materials you wish to review.