
Virtual Open House

Meeting Summary

United States Highway 69

**US-69 roadway improvements from 0.48 miles north of US-64 East
(near Haddock Drive), extending north 2.5 miles to just south of
Okmulgee Avenue in City of Muskogee**

Muskogee County / Job Piece # 27108(04)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**Held December 18, 2020 through January 4, 2021
(extended to January 18th at request of City)**

www.odot.org/US69Muskogee

Prepared by:



9225 North 133rd East Ave.
Owasso, OK 74055

February 11, 2021

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY	2
2.0 INTRODUCTION	3
3.0 VIRTUAL OPEN HOUSE	4
3.1 MEETING NOTIFICATION	4
3.2 OUTREACH	4
3.3 MEETING INFORMATION AND FORMAT	5
4.0 COMMENTS	5
4.1 PHONE CALL COMMENTS	5
4.2 WEB-PAGE COMMENTS	6
4.3 INTERACTIVE MAPS COMMENTS	13
4.4 WRITTEN COMMENTS	14
5.0 AGENCY SOLICITATION LETTERS	17
5.1 AGENCY COMMENTS AND ODOT RESPONSES	17
6.0 DATA ANALYTICS AND SIGN IN	18

LIST OF TABLES

TABLE 1: WEBPAGE COMMENTS	6
TABLE 2: WRITTEN PUBLIC COMMENTS	14

LIST OF FIGURES

FIGURE 1: DIRECT MAIL ROUTE	5
---	---

LIST OF APPENDICES

APPENDIX A	MAILING
APPENDIX B	PRESENTATION MATERIALS
APPENDIX C	CITIZEN WRITTEN COMMENTS
APPENDIX D	AGENCY SOLICITATION LETTER & LIST
APPENDIX E	AGENCY WRITTEN RESPONSES
APPENDIX F	DATA ANALYTICS
APPENDIX G	SIGN IN SHEETS FROM WEBPAGE

1.0 EXECUTIVE SUMMARY

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), solicited comments to improve US-69 from 0.48 miles north of US-64 East (near Haddock Drive), extending north 2.5 miles within the City of Muskogee. Due to ongoing concerns about COVID-19, a Virtual Public Open House was originally scheduled to be a live website for public access from December 18, 2020 to January 4, 2021 at www.odot.org/US69Muskogee; however, the website was maintained live and accessible to the public until January 18, 2021 at the request of the City of Muskogee. The virtual public open house presented the design alternatives for the project and allow the public to submit input.

The purpose and need for this project is to provide operational improvements, including improvements to a pedestrian bridge (abandoned railroad overpass), extension of an existing bridge over Coody Creek, and reconstruction of the existing pavement. The existing US-69 highway is a primary commuter and truck route, and the proposed project is a continuation of ODOT's commitment to safety and operational efficiency. ODOT has tasked a Consultant to develop alternatives for correcting the roadway deficiencies while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints. Now that the virtual open house has concluded, the meeting material can be found at: <http://www.odot.org/publicmeetings>.

Regarding the interactive maps, comments were provided on the three options. For Option 1, one comment was regarding the walking trail and having the road level, and three other comments were in support of Option 1. For Option 2, one comment was regarding the green line on map (represents temporary right-of-way), and two other commenters in support of Option 2. For Option 3, one comment was for a city partnership on traffic signalization, a question on acquisition and concern about the entrance to a business.

Attendee participation included 1,230 users with 3,690 views. The top engagement city was Muskogee with 464, followed by Boston with 162. Sixty-one (61) signed in for the meeting on the webpage. Seven (7) phone call messages, forty-four (44) webpage comments and fourteen (14) written comments were received. The comments were grouped into general categories as listed below:

<u># of Comments</u>	<u>General Category</u>
2	Acquisition questions
1	Opposed to any continued expansion of US-69 in super highway
5	Property impact questions
1	Support both 6-lane divided and 7-lane proposals with 35mph speed limit
2	Support pedestrian bridge
2	Truck comments
1	Traffic signalization on US-69
9	Bypass comments both pro and against
1	Add new intersections/interchanges
4	Add trails, bike lanes, crosswalks / improve other city streets
1	Add passenger rail and streetcar service to Muskogee
9	Support Figure 2 / Option 1 - construction of 6-lane curb & gutter with raised median

24	Support Figure 3 / Option 2 - construction of 7-lane curb & gutter with continuous two-way left turn lane
2	Support Figure 4 / Option 3 - reconstruct the existing 4-lane curb & gutter with raised median
10	Support improvements to US-69
2	Comments on presentation
1	Other roadway improvements
1	Shrubs and grass in median
1	Questions

Based on the comments received and discussions with the City of Muskogee, ODOT is moving forward with Option 2 - construction of 7-lane curb & gutter with continuous two-way left turn lane, although raised medians will be provided at select locations.

2.0 INTRODUCTION

This document summarizes a Virtual Open House conducted for US-69 through the City of Muskogee from 0.48 miles north of US-64 East (near Haddock Drive), extending north 2.5 miles to just south of Okmulgee Avenue in Muskogee County. The purpose of the virtual open house was to present the proposed design alternatives for this highway segment and receive public input to aid ODOT in moving forward with the completion of the environmental studies, design, and construction. ODOT has tasked a consultant to determine the best alternative for correcting the roadway deficiencies while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints.

The purpose and need for this project is to provide operational improvements, including improvements to a pedestrian bridge (abandoned railroad overpass), extension of an existing bridge over Coody Creek, and reconstruction of the existing pavement. The existing US-69 highway is a primary commuter and truck route, and the proposed project is a continuation of ODOT's commitment to safety and operational efficiency. The existing roadway through the project corridor consists of two different typical sections. From the beginning of project to Border Avenue is an open section divided 4-lane roadway consisting of 12 foot wide lanes with 4 foot wide outside and 10 foot wide inside shoulders. From Border Avenue to the end of project is a curb and gutter with raised median 4-lane roadway consisting of 12 foot wide lanes with 8 foot wide outside shoulders. There are four signalized intersections on US-69 within the project corridor: Okmulgee Avenue, Arline Avenue, Border Avenue and Hancock Street. The current (2020) traffic on this segment is 23,710 vehicles per day (vpd) with a 2040 projected traffic of 33,870 vpd.

ODOT proposes to reconstruct the open section divided 4-lane roadway from the beginning of the project (Haddock Drive) to Border Avenue in its current configuration consisting of 12 foot wide lanes with 4 foot wide inside and 10 foot wide outside shoulders. From Border Avenue to Okmulgee Avenue, three alternate typical sections have been investigated. These typical sections include a 6-lane curb and gutter with raised median, 7-lane curb and gutter with continuous two-way left turn lane, and reconstruction of existing 4-lane curb and gutter with raised median. Traffic signals at Hancock Street, Border Avenue, Arline Avenue, and Okmulgee Avenue will be updated to optimize traffic operations.

3.0 VITURAL OPEN HOUSE

3.1 MEETING NOTIFICATION

Due to concerns over the spread of COVID-19, a virtual open house was held that was a web-based format (no in-person meeting). The information was available December 18, 2020 to January 4, 2021. At the request of the City of Muskogee the meeting was extended to January 18, 2021. Now that the virtual open house has concluded, the meeting material can be found at: <http://www.odot.org/publicmeetings>.

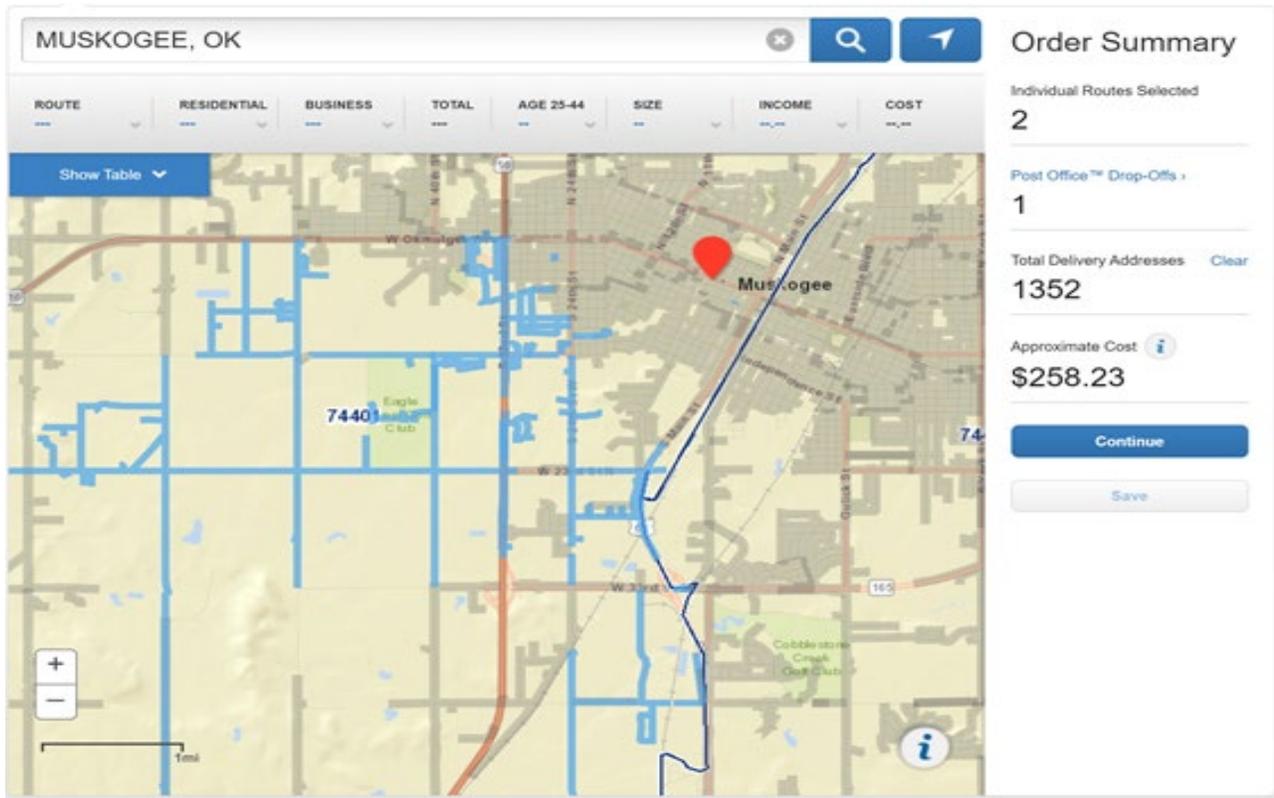
In addition to the notification provided via the agency solicitation letters (see Section 4.0), notice of the virtual open house was sent by pamphlet to the Governor's office, elected officials (federal and state), Federal Highway Administration (FHWA), Oklahoma Transportation Commissioner, Muskogee County Commissioners, City of Muskogee, Muskogee Public Schools, and emergency service providers in the project area. The pamphlet provided a brief description of the purpose and need for the project, purpose of the meeting, and an invitation to the virtual open house. The pamphlet was accompanied with a map, comment form and property rights brochure. Thirty-three (33) letters were mailed on December 17, 2020. A copy of the pamphlet and the mailing list is included in **Appendix A**. Notice of the virtual open house was sent by pamphlet to the 2017 Freight Advisory Committee. Fifty-one (51) people were mailed the pamphlet on December 17, 2020. A copy of the mailing list is included in **Appendix A** that includes, railroads, private companies, Tribal Nations, oil and gas companies, FHWA, planning agencies, U.S. Army Corps of Engineers, state agencies, port authorities, and United Postal Service.

Notice of the virtual open house was also sent by pamphlet to all property owners in the study area. Ninety-one (91) property owners were mailed the pamphlet on December 17, 2020. A copy of the mailing list is included in **Appendix A**.

3.2 OUTREACH

Outreach was provided by a direct mailing by the post office to two (2) mail delivery routes along the project area as noted in blue in Figure 1 on page 5. One-thousand-three-hundred-and fifty-two (1,352) pamphlets, comment forms, right-of-way brochures and self-addressed stamped envelopes were printed and mailed by Mercury Press Plus and direct mailed to Muskogee Post Office for distribution to routes 74401-C015 and 744-1-R010. Direct mailing of pamphlets helps to ensure that individuals who are leasing property within the study area will get the information, as well as the property owners receiving notification through the mail. As the postal route serves a larger area, more people who use the US-69 roadway received the information, increasing the opportunity for input.

Figure 1: Direct Mail Route



3.3 MEETING INFORMATION AND FORMAT

The virtual open house was held from December 18, 2020 to January 4, 2021 to present the information on this project. At the request of the City of Muskogee the meeting was extended to January 18, 2021. Garver hosted a website that included tabs for sign in and handout, virtual project presentation, project history, an interactive project map, right-of-way information, frequent questions, and submit a comment. Copies of these materials can be found in **Appendix B**.

All comments were requested to be received on or before January 4, 2021. The City of Muskogee requested the time period be extended for both the website and comment submittal to January 18, 2021. Written comments could be submitted by mail, email, or online comment form as described on the submit a comment page. Comments could also be added to the interactive map.

4.0 COMMENTS

4.1 PHONE CALL COMMENTS

Seven (7) phone call messages were received from the virtual open house. These phone calls were provided from the (405)-521-3050 number provided in the brochure and provided to the NEPA consultant to return. Each phone

call was returned by the NEPA consultant, Able Consulting. A summary of each phone call is listed below along with the date the phone call was returned.

Caller 1: 12/21/2020. Owns a Mini Storage (Access Storage 3300 W Border) at Border in northwest corner. Wanted to know what green line was (temporary right-of-way) and if ODOT would be taking the building. It was explained that the temporary right-of-way could be for drainage or utilities and that temporary means that that piece of land is needed during construction, then would be returned to landowner. Caller requested further information, so the designer contact information was provided. Caller did not understand why improvements to Border Avenue went to west so much.

Caller 2: 12/22/2020. Owns Denny’s property (635 S 32nd St, Muskogee, OK 74401). Caller wanted to know what the yellow line represented. It was explained that the yellow line represents a utility easement that is needed. No loss of parking or buildings taken. Owner wanted to know if the tenant’s operation would be affected. It was explained that access will be maintained during construction. The US-69 roadway just had an overlay on it, so construction would be like that. Owner asked how to determine the fair market value for a utility easement. It was stated to speak to a realtor.

Caller 3: 12/28/2020. Message was received from Cotty Foods. Call was returned and a message left.

Caller 4: 1/4/2021. Lives in the Coburn housing addition near Border Avenue. Caller liked the idea of having a shoulder to be able to pull off and does not support the bypass. Likes the seven lanes with turn lane as well. Overall caller wants the safest option that keeps US-69 in town.

Caller 5: 1/4/2021. Caller in support of widening and approves of US-69 highway to be six lanes and redone. Caller liked Figure 1 and Figure 2. Caller stated there is a lot of traffic on US-69 and has lived in Muskogee for 65 years.

Caller 6: 1/10/2021. Caller stated they do not want the extra two lanes. Likes Option Number 3.

Caller 7: 1/10/2021. Caller lives at corner of Ramona and US-69. Wanted to be certain their property would not be impacted.

4.2 WEB-PAGE COMMENTS

Forty-four (44) web-page comments were received from the virtual open house. These comments received from the virtual open house are from citizens who left a comment on the webpage. These comments were then forwarded to the NEPA consultant by E-mail. These comments have been grouped into general categories for ease of reading. An ODOT response has been added at the end of each general category.

US-69 MUSKOGEE WEBPAGE COMMENTS	
Acquisition Questions	
1a	Could you please confirm if the City of Muskogee or Department of Transportation (ODOT) is buying part or all the properties needed for the Hwy 69 expansion in Muskogee?
6b	Will right of way be purchased on the east side or the west side? The east side has a lot of dilapidated structures and may be easier to acquire

ODOT Response: From our current plans, ODOT will only have to acquire easements and hopefully not have to buy any full properties. ODOT will have a better understanding of the right-of-way needs once a determination of how many lanes are to be constructed. The vast majority of right-of-way impacts include temporary construction easements and utility easements. Permanent right-of-way acquisitions are currently shown at the Coody Creek bridge, Border Avenue and NW corner of Arline Avenue. ODOT is hoping that no buildings will be acquired for the roadway improvements.

Opposed To Any Continued Expansion of US 69 Into Superhighway

I am opposed to any continued expansion of US 69 into a Superhighway, that is currently traveling thru a 'residential district' of City of Muskogee, OK. I am very disappointed with the "Lack of Public Information", "NOT being distributed by the local Muskogee newspaper", "Phoenix" or the Area TV. This important issue, if lucky, will receive, intentionally, only 'one printing' to avoid feedback from concerned citizens. The City of Muskogee operates by endorsing short term schemes, and it appears, the less said plays better when seeking ODOT project money to boost local economy. Avoiding the hard questions regarding excessive Air Pollution from increased Auto Traffic and Semi-Trailer Traffic, resulting in Medical Harm (cancer. etc.) to citizens of Muskogee, increased risk to senior citizen drivers, delays in travel for emergency vehicles, ambulances, appointments locally, a proposed widening of Highway 69 actually resulting in losing additional unsustainable businesses, dangerous drivers access/egress to State Highway 69 (not a street), the risk of a traffic accident blocking, stopping or closing 'ALL' North/South 69 Traffic, because of "CITY BOTTLENECK". { The Oklahoma Department of Transportation (O.D.O.T) in 2020 Plan/Graph admits over 5,000 Semi-Trailers 'travel this corridor daily'; meaning approximately "1,825,000 SEMI'S use Highway 69. Yearly"} This they assert is "only 25 % of total auto/truck traffic", which adds up to 5,475,000 vehicles/auto/trucks Traveling Across A City Street. {Total= "6,300,000- 6 Million Three Hundred Thousand Vehicles" a Year.} How about telling the Citizens 'all' the facts on City/State Television Broadcasts? State/Local Newspapers, Virtual Internet, etc.? The PEOPLE should Be Informed, not Ignored. Covering over a problem does not address finding an intelligent solution. Pouring Millions of Dollars "DOWN A HOLE" just creates a bigger hole to deal with in the future. We all want the City of Muskogee, OK. to move toward a better future for "ALL CITIZENS" by planning beyond today. This will only be done when CITY HALL/ Municipal Government looks beyond short-term fixes and quick-money schemes to address failing economy, lost businesses and unemployment, especially during a Covid-19 Pandemic. The City of Muskogee building 50 - (5&10) discount businesses, 50 dope houses, 50 convenience stores, 20 unsupported restaurants and 10 empty motels will not save Muskogee financially. Support realistic future development by investing in "NEW MUSKOGEE" - WEST OF 70TH Street. A great location for the "BIGGEST SEMI-TRAILER/TRUCK STOP IN OKLAHOMA", the City of Muskogee", Muskogee County, U.S.A. A good site for new school, new housing, business development, industry, manufacturing and a "SUPER WALMART" to support City of MUSKOGEE". Plus, it will be away from the Arkansas River Flooding, O.D.O.T can make that happen by splitting Route 69 into a 'Business Route 69 SOUTH' for tourist/visitor/local/area use and by intelligently developing a 'Semi/Traffic Bypass Route 69 WEST'; around the City of Muskogee. An ongoing continuing legacy focused on the Development of 'Future Muskogee', a growing WIN-WIN, financially and economically FOR ALL: Muskogee Citizens, Children, Families and Area Residents, the City of Muskogee, Muskogee County and the State of Oklahoma. "STOP CHASING A LOST CAUSE", "THE PROBLEM, over the last 50 years, IS THE TRAFFIC ITSELF". "NO SOLUTION HAS BECOME A CITY TRADEMARK". My question is Why waste Millions of Dollars altering a City Street in the City of Muskogee, if all you end up with is the same problem? Lastly, a few more question? Are you sure the proposed 69 changes are not on Native American Land? Creek Indian Territory? Without any Historic Value? THANK YOU. O.D.O.T for INFO. *note: Recently Mayor of Muskogee commented ODOT spent a Million\$ widening 69 Border to Peak- 'actually adding rumble strips'. No mention of Route 69 Proposal - Border to Okmulgee St????

2a

ODOT Response: The purpose and need for this project is to provide operational improvements, including improvements to a pedestrian bridge (abandoned railroad overpass), extension of an existing bridge over Coody Creek, and reconstruction of the existing pavement. ODOT provided a public media release of this meeting but cannot guarantee who will pick up the release.

Property Impacts

3a I own Access Storage, 3300 W Border Ave, Muskogee. I am supportive of the HW69 expansion. I am not supportive of any plan to expand Border Ave which impacts my facility buildings. I am not adjacent to HW69 and there is no justification expand Border AVE, no traffic study to justify this. I spoke to the design engineer and the proposed turning lane on Border is a city of Muskogee request and not part of the HW69 project expansion. Per the designer, the proposed easement through my front building is unnecessary and can be modified to avoid impact to any of my front buildings. My expectation is that the plan will be modified to not impact Access Storage. I will fight any attempt to impact my buildings.

ODOT Response: ODOT has been in contact with this property owner. The preliminary design shows a utility easement that goes through one building that is a climate-controlled structure. ODOT understands this owner does not want to lose the building. During final design, the designer will try to work around the building with a design/right-of-way exception or possibly bore under the building.

Support Both 6-lane Divided and 7-lane Proposals With 35mph Speed Limit

4a I like both the 6-lane divided and the 7-lane proposals as long as the 35mph speed limit is maintained from Border to Okmulgee, otherwise only the 6-lane would be feasible.

ODOT Response: The speed limit is and will remain 55 mph from the beginning of project to South of Border. From there north to Okmulgee the posted speed limit is 35mph and that will remain the same after the improvements.

Support Pedestrian Bridge

4b I love the concept of updating the pedestrian bridge and making it look more like the recent improvements to other structures around town. I only wish it was to begin sooner than 4 years.

9a The old railroad overpass replacement is long overdue, great ideas!

ODOT Response: ODOT has been and will continue to work with the City on the pedestrian bridge to have it “fit in” with other City improvements. If additional funding becomes available, this project could be advanced.

Truck Comments

5a I try to avoid traveling on US69 as much as possible. Way too many trucks. I make better time traveling 24th st at a slower speed limit, and the road up til lately has been smoother. It would be nice to be able to see the businesses on either side of the road while traveling US69, but the trailer trucks block vision as well causing you to have to pay close attention to them. The drivers don't always see you and can cut you off easily. I sometimes feel intimidated because of the congestion. The idea of re-directing trucks sound great to me.

21a Perhaps to make the widening project most beneficial, there should be a law that the semi-trailer traffic should be required to use right lines only. Otherwise widening won't improve the flow due to these rigs occupying all lanes.

ODOT Response: Currently US-69 has 25% trucks. ODOT understands that vision can be impaired by the trucks. It would not be possible to enforce a truck right lane policy.

Traffic Signalization on US-69

6a How will the city and ODOT work together on the light synchronization part of the project?

ODOT Response: The traffic signals will be synchronized to prioritize the US-69 corridor and minimize congestion. ODOT will have control and maintenance of these signals.

Bypass Comments in Favor or Against

7a Option 1 is the best out of these 3 options. It would be even better if we made a bypass or build 69 around Muskogee, but not where they wanted to put it before. The reason the bypass was voted down before is because they chose to put it thru private property, which was a very bad idea. They should have re-evaluated the position so that it would not go thru peoples' property. I just want a way to get thru or around Muskogee FASTER!!!! I do not care how. I just need to get from the North side of Muskogee to the South side faster. If a bypass has no chance of ever being built, please consider making 69 into an Interstate/Freeway by adding bridges at every intersection and service roads along 69 so drivers have the option of getting on and off easily, get to nearby businesses, or pass thru Muskogee at a fast speed. Shawnee Bypass can easily be turned into a freeway with service roads. It is horrible as is and literally begging to be constructed correctly!!!

13a This proposal is far better than destroying the businesses now on highway 69 with a bypass. We have seen what happened to Tucumcari, N.M. when it was bypassed.

22a Build the bypass

23a In my opinion. Project B would be the best in least impact for the future expansions of Muskogee and increased traffic of the future.

28a I am still in favor of the bypass and regret that city leaders responded without, apparently, researching the impact of bypasses in other cities and states regarding their economic impact - and especially seeing your data on the 2050 level of service we will have even after spending these millions.

37a Is there a drawing of where it reroutes? Will landowners be paid a fair price for their property? Will it bring more business south?

39a I would vote to do the bypass. Having managed Weldon Truck Parts for 20 years before I retired, I understand the trucking industry but having said that I have lost three friends from wrecks on 69. My thoughts are you cannot put a monetary value on human life. I would be in favor of an elevated highway like the ones in Texas. Thank you

ODOT Response: Based on public feedback, ODOT and FHWA refocused attention on updating the existing US-69 corridor and tasked a consultant to look at alternatives to improve the existing US-69 facility through Muskogee in early 2020. There are no options for a bypass route that do not involve purchasing new right of way for the extents of the project.

Add New Intersections/Interchanges

7b The new type of intersections that bigger cities are slowly building, are helping alleviate traffic, get more cars thru an intersection in less time, and preventing accidents from happening. These intersections include: Dogbone interchange (also called bowtie). It has a double roundabout. Diverging Diamond Interchange (this is probably my favorite because pedestrians walk down the sidewalk in the center). Some cities have added tunnels under each end of this intersection so drivers can have the option of going straight thru, while

	still being on the exit/entrance ramp or service road. Single-point Interchange (Tunnels can also be implemented here to go straight thru without stopping at a traffic light on a normal intersection) Simple, 2 or 3 lane roundabout 3. Please add more of the new-style traffic lights with 4 or 5 lights in a row that features a flashing yellow arrow. These are the best traffic lights ever made!
	ODOT Response: The interchanges and intersection types mentioned would require extensive amounts of new right-of-way and create numerous relocations.

Add Trails, Bike Lanes, Crosswalks / Improve Other City Streets

7c	Please add more trails, buffered bike lanes, and add proper pedestrian/trail crosswalks with either the new-style crossing light that has 3 bulbs in a square or flashing yellow signs in the grass and flashing lights built into the road (both will stop traffic properly and will help drivers see pedestrians). 5. Improve the streetscape of downtown and along highways. This will bring more businesses to Muskogee, make Muskogee look better, make people want to stop, and make people want to walk in those areas. Add sidewalks, benches, crosswalks, trees, gardens, plants, plant a tree in every few parking spaces and build a curb around it (especially in areas that have too much parking, but not enough cars using it).
38a	As a taxpayer I do not approve of this project because the streets in this town are in way worse shape than this section of road. Fix the city streets first and let the state worry about the state highways. MY VOTE IS NOOOOOOOOOOOO!!!!
44b	Sidewalks along the reconstructed highway need to have an adequate buffer strip between them and the curb/vehicle lanes.
	ODOT Response: ODOT is responsible for the U.S. and State highways. The streetscape improvements mentioned for downtown and city street improvements that are not designated as state highways would need to be funded by the City.

Passenger Rail and Streetcar Service to Muskogee

7d	This is the most important of all! Please, I beg of you, PLEASE build or find a way to get passenger rail service to Muskogee. We need something like Amtrak that goes to other towns/cities, but we also need a commuter train going around Muskogee too. Muskogee needs more options for transportation. We need to get people into Muskogee by train, then let them get on a city train to go around Muskogee. Not everyone can afford a car, but everyone can afford \$8 to get there and \$4 to go halfway around the city. It makes no sense for thousands of people to all drive separate cars and all go to the exact same place. Why not put 500+ people on 1 train to get to Muskogee instead, then 50 or 100 people on the commuter train. 7. Finally, we need a streetcar going around downtown or all-around Muskogee if we can't get a commuter train. This will alleviate traffic wherever it goes and will be affordable. It will also help Muskogee look better, bring more customers to businesses, and bring in more businesses. It will go great with the streetscape. The streetscape and streetcar can triple the benefits, if done right. Please implement as many of these as possible. The more you invest in rail transportation, the less you will waste on roads and highways.
	ODOT Response: The Heartland Flyer is the only passenger rail service operating in Oklahoma from Oklahoma City to Fort Worth Texas.

Support Figure 2 / OPTION 1 - CONSTRUCTION OF 6-LANE CURB & GUTTER WITH RAISED MEDIAN

8a	Option 1 makes the most sense. Less accident impact, better longevity and options for both local and semi traffic. Option 3 is a complete waste of time and resources with no benefits to the community.
----	--

15a	My initial pick was Option 2 with a continuous two-way left turn lane. However, after reviewing the many driveways along this stretch, I feel Option 1 would be a safer choice especially if left turn lanes were included. I would also hope the crepe myrtle bushes in the median south of Border Avenue would not be removed as they greatly enhance the aesthetic beauty entering the city.
18a	In the three proposed layouts, I like the idea of having 6 lanes, just like we have going N. on 69 highway from Broadway N. to Shawnee. I would like to see no or less left turn lanes however. If there is a center left turn lane (which I would do away with) people needing to turn N or S from a side street would be crossing four lanes of traffic to make a left turn. I see people all the time use a left turn lane as a merge into traffic lane. With all the semi traffic we have on 69 highway, limiting left turns, in my opinion is both a safety issue and traffic flow issue, maybe a center median, like we have going S. out of town would be an in town option. Just to alleviate left turns in this small area. I realize emergency vehicles need easy access though. Thank you.
24a	I favor option1 with turn lanes at all intersections.
25a	The 6 lane, elevated median highway would be the safest.
	ODOT Response: Based on the comments received and discussions with the City of Muskogee, ODOT is moving forward with Option 2 - construction of 7-lane curb & gutter with continuous two-way left turn lane, although raised medians will be provided at select locations.
Support Figure 3 / OPTION 2 - CONSTRUCTION OF 7-LANE CURB & GUTTER WITH CONTINUOUS TWO-WAY LEFT TURN LANE	
9b	My opinion to the alternate sections of highway sections would be figure 3 . Several roads in Tulsa and Broken Arrow are using this type and it seems to be working fine. Controlled traffic speed with proper signal lighting, flashing lights, speed signs, and police patrol could curb accidents immensely. When I have traveled in the Tulsa area , I have found the turning lane in the middle to be helpful as a haven for me when turning left into traffic. I look at it as a safe zone. I think proper painting on road and maybe some small vibration strips could be helpful (in certain places) I know that this type also gives a much more modern look with less upkeep.
10a	Figure 3 Option 2- Construction of 7 lane curb and gutter with continuous two way left turn lane. That will bring Muskogee more business. People will stop and shop.
17a	I am in favor of option 2 from BOP to Arline. I am unsure whether this same option would be safe enough for the higher density of driveways between Arline and Okmulgee.
19a	As a resident of Muskogee who lives west of the 69 Border area, I prefer the 7-lane proposal.
20a	I am in favor of option 2 from BOP to Arline. I am unsure whether this same option would be safe enough for the higher density of driveways between Arline and Okmulgee.
26a	I support option 2. I believe that providing dedicated turn lanes would be safer for those who use those lanes and would also prevent rear end accidents or other type of accidents if no turn lanes were provided.
27a	The seven lane is by far the best, to encourage retail development.
29a	I as well as many other citizens of Muskogee want south 69 in Muskogee road improvements to be just like the north end as far as being 7 lanes with no median. This will help with traffic flow as well as an economic benefit. We need this to help Muskogee grow and now is a perfect time for this to happen.
30a	Finish the highway in the same manner as was done in front of Quick Trip.
34a	I prefer 7 lanes with no center median so businesses may better develop on both sides of the highway.

35a	Highway 69 is the main corridor through Muskogee. I believe that figure number 3 (7 lanes) represents what's in the best interest for the city and economic growth.
36a	I think the 7-lane proposal would be the best. The continuous center turn lane helps with efficiency and traffic flow
41a	I'm in support of the 7-lane option.
43a	I use HY 69 and Muskogee roads every day. I believe the Figure 3 option 2, (Construction of 7 lane curb and gutter with continuous two way left turn lane) from the Muskogee Phoenix dated Jan. 9-10 is the best option to solve the congestion and delays currently experienced in this area.
	ODOT Response: Based on the comments received and discussions with the City of Muskogee, ODOT is moving forward with Option 2 - construction of 7-lane curb & gutter with continuous two-way left turn lane, although raised medians will be provided at select locations.
Support Figure 4 / OPTION 3 - RECONSTRUCT THE EXISTING 4-LANE CURB & GUTTER WITH RAISED MEDIAN	
28b	My 'vote' is for Option 3 (four-lane)
	ODOT Response: Based on the comments received and discussions with the City of Muskogee, ODOT is moving forward with Option 2 - construction of 7-lane curb & gutter with continuous two-way left turn lane, although raised medians will be provided at select locations.
Support Improvements to US-69	
11a	As a lifelong citizen of Muskogee, I feel this project is vital for our city. The growth due to the project from West Okmulgee to Shawnee was a huge improvement for our businesses and welcomes travelers to our city.
12a	Would love to see this happen.
14a	I believe this to be a must, that area is more congested, and it would help clean up that area making Muskogee more presentable and people may want to stop and see what we are about if we look nice. I have been living in Muskogee since the 90's, graduated High School here, raised my children here also. Makes me sad to see the old empty buildings. Makes Muskogee look poor, giving a negative vibe. When you update that area, it will be so nice. I am really glad you did not do the bypass; it would have hurt Muskogee really. Clean up the problem, do not build around it. Thank you.
31a	I am in favor of the project. I believe this will be beneficial to our city in order to attract business, as well as updating our aesthetics that will improve visitation and events. Whether with a median or without, this change is greatly needed for the growth of our community.
32a	I completely support the widening project for HWY 69. This will be beneficial for businesses and traffic flow.
33a	I would prefer ODOT expand the existing Highway 69 versus a complete reroute. The economic impact for our already low-income City could be catastrophic. Please consider widening versus re-routing.
40a	I would think this would be a great upgrade to the city and surrounding areas. Thank you.
42a	I concur with the expansion of US 69 through Muskogee to enhance the flow of traffic.
44a	Whichever option is selected should be the one that is safest for all users, including pedestrians and motor vehicles. Narrower and fewer lanes would slow traffic down, likely improving safety for all users, as well as accessibility in and out of businesses along the corridor.

	ODOT Response: Thank you for your comments.
Comments on Presentation	
15b	Thank you ODOT staff who put this presentation together.
16a	Nice Presentation.
	ODOT Response: Thank you for your comments.

4.3 INTERACTIVE MAPS COMMENTS

From the three design options, interactive map comments have been received that are listed below with each map. An ODOT response is provided as well.

OPTION 1

Fill in the walking trail underpass and make it a walking trail overpass. Level out the road.
Please use Option 1.
I think option 1 is the best for Muskogee
I like the raised median look and plan one

ODOT Responses:

The road will be raised 5 feet under the pedestrian trail.

Thank you for your input.

OPTION 2

What do these green lines on the entrance of our driveway mean for our business?
Option 2 is best. It ties in with the enhancement made north of Okmulgee.
Option 2 which is the 7-lane option with a continuous turn lane is the best option and provides for the best traffic flow

ODOT Responses:

The green line represents temporary right-of-way that will be needed by the Department to construct a new driveway during construction.

Thank you for your input.

OPTION 3

The City would like a defined partnership role in the signal coordination part of this project
The presentation seemed to indicate right of way acquisition on the west side of U.S. 69. Why wasn't the east side considered? The east side has more dilapidated structures and would seem cheaper to acquire. Was that considered?
I am concerned if I am retaining the entrance onto my parking lot in front of my business off of Border Ave.?

ODOT Responses:

The traffic signals will be synchronized to prioritize the US-69 corridor and minimize congestion. ODOT will have control and maintenance of these signals.

From our current plans, ODOT will only have to acquire easements and hopefully not have to buy any full properties. ODOT will have a better understanding of the right-of-way needs once a determination of how many lanes are to be constructed. The vast majority of right-of-way impacts include temporary construction easements and utility easements. Permanent right-of-way acquisitions are currently shown at the Coody Creek bridge, Border Avenue and NW corner of Arline Avenue. ODOT is hoping that no buildings will be acquired for the roadway improvements.

Access will be maintained to business during construction. If ODOT removes access from a property, then that will be compensated for during right-of-way acquisition.

4.4 WRITTEN COMMENTS

Fourteen (14) written comments were received that are summarized below. Copies of the written citizen comments (comment forms) are included in **Appendix C**. An ODOT response is provided as well.

US-69 MUSKOGEE WRITTEN COMMENTS	
Other Roadway Improvements	
1a	Not only those areas are in need of improvements as other roads in the inner areas need improvements as well. Meadow Brooks Apartment off of Border Ave.
	ODOT Response: Improvements to City streets would be the responsibility of the City of Muskogee.
Support Figure 2 / OPTION 1 - CONSTRUCTION OF 6-LANE CURB & GUTTER WITH RAISED MEDIAN	

2a	I would like to see HWY 69 updated and have a 6 lane to drive on would be safer for all of us that live in the era. Figure 2 would be my preference.
7a	I like the proposal of Figure 2 - Option 1
12b	Proposed improvements It appears Option 1 will be the safest and will provide the best level of service for the existing mix of traffic. Offset left turn bays and constructed with 12' reinforced concrete.
	ODOT Response: Based on the comments received and discussions with the City of Muskogee, ODOT is moving forward with Option 2 - construction of 7-lane curb & gutter with continuous two-way left turn lane, although raised medians will be provided at select locations.
Support Figure 3 / Option 2 - CONSTRUCTION OF 7-LANE CURB & GUTTER WITH CONTINUOUS TWO-WAY LEFT TURN LANE	
3a	We proposed. Figure 3: Option 2 - construction of 7 lane curb and gutter with continuous two way left turn lane to US-69 in Muskogee
4a	Option 2 - Figure 3. Thanks
5a	I favor Figure 3: option 2
6c	I do not know why anybody would think any choice other than Figure 3- option 2. This would save on maintenance cost and gas of residence not always going down and make a U-turn every time you go somewhere.
8a	Option 2 - Figure 3.
9a	I like Figure 3 (Option2) because there are more opportunities with it. If this goes through the traffic flow will be better. The cars won't have to go make a left turn to enter a business. Cars that are turning won't interrupt traffic flow.
10a	On behalf of Shyama Hotels we like Option 2 - Figure 3. The rationale is that making an open street divided rather a raised divided will create more accessibility for those traveling through who want to visit businesses along both side of the highway.
11a	I have chosen Figure 3 because of truck and traffic lights.
13a	Our family likes Figure 3 - Option 2. There needs to be thru lanes in the middle.
14b	As to options, I vote for the one to have the least negative effect on ingress and egress as possible. I believe that would be Option 2.
	ODOT Response: Based on the comments received and discussions with the City of Muskogee, ODOT is moving forward with Option 2 - construction of 7-lane curb & gutter with continuous two-way left turn lane, although raised medians will be provided at select locations.
Sidewalks	
6a	The current design does not serve the needs of a growing city. There are no sidewalks, crosswalks, or turn lanes. People are forced to walk and operate their wheelchair in the street because of lack of sidewalks. There are just a few breaks in the center median and none have crosswalks. Any business or street on the left side can only be accessed by going way down the road and make a U-Turn and backtrack. I live on Arline only 100 ft east of Highway and see lots and lots of people in wheel chairs and waling in the highway.

	ODOT Response: Sidewalks will be provided on both sides of the US-69 roadway from Border to Okmulgee Avenue.
Shrubs and Grass in Median	
6b	The shrubs and grass in the median not good. The grass and shrubs in the center median are not taken care of properly and always look shaggy and neglected.
	ODOT Response: The plantings in the median are the responsibilities of the City to maintain.
Questions	
10b	Can you provide us with the exact measurement and dimensions of the 1. lanes, 2. inside and outside shoulders, 3. curb, 4. gutter, 5. medians or 2-way left turn lane. And 6. sidewalks for each of the 3 proposed options? This will allow property owners such as us to better gauge what impacts the new construction will have on our respective properties.
	ODOT Response: This commenter was contacted by the designer to answer these specific questions.
Bypass	
12a	For the record: The west bypass should be built with three connection roads into Muskogee.
	ODOT Response: Based on public feedback, ODOT and FHWA refocused attention on updating the existing US-69 corridor and tasked a consultant to look at alternatives to improve the existing US-69 facility through Muskogee in early 2020.
Property Impacts	
14a	I am 85 years old and difficult to travel long distances (California to Oklahoma). I am worried about impact to my property and its tenant. The little income I get from this is important me. I am only asking for as little impact on property and tenant as possible and as much reasonable compensation as is possible.
	ODOT Response: From our current plans, ODOT will only have to acquire easements and hopefully not have to buy any full properties. ODOT will have a better understanding of the right-of-way needs once a determination of how many lanes are to be constructed. The vast majority of right-of-way impacts include temporary construction easements and utility easements. Permanent right-of-way acquisitions are currently shown at the Coody Creek bridge, Border Avenue and NW corner of Arline Avenue. ODOT is hoping that no buildings will be acquired for the roadway improvements.

5.0 AGENCY SOLICITATION LETTERS

Agency solicitation letters were dated December 16, 2020 and were mailed during the virtual open house. These letters provided a short project description, website link, and enclosed project location and aerial maps. The letter requested recipients provide input by January 4, 2021 and included a link to the project presentation information. This letter was sent to thirty-nine (39) State and Federal agencies including the US Army Corps of Engineers, Tribal Nations and numerous State agencies. A copy of the solicitation letter and the mailing list is included in **Appendix D**, while **Appendix E** contains the written agency comments received.

5.1 AGENCY COMMENTS AND ODOT RESPONSES

Three (3) agency letter responses were received and are summarized below along with an ODOT response.

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

ODOT Response: This comment is noted and appreciated.

- 2) The **Oklahoma Department of Environmental Quality (DEQ)** stated no adverse environmental impacts under DEQ jurisdiction are anticipated for the project; however, please be aware of the following regulatory requirements:

A. Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater. If you need assistance, please contact DEQ's Stormwater Unit at (405) 702-6100.

B. It is unclear if water and wastewater utilities will need to be relocated as part of this project. Water and wastewater infrastructure projects that will require a construction permit from DEQ's Water Quality Division include the following:

- Construction of new water and wastewater treatment facilities;
- Modifications and upgrades to existing facilities;
- Construction of new water distribution and wastewater collection lines;
- Relocation of existing water distribution and wastewater collection lines.

Projects that do not require a construction permit include:

- Replacement of existing equipment with same type and size equipment;
- Replacement of existing water and wastewater lines with the same size line in the same location.

ODOT Response:

These comments are noted and ODOT will obtain authorization under OKR10, construction stormwater prior to construction.

-
- 3) The **Bureau of Indian Affairs** stated there are five Federally recognized tribes within the project area and provided the names and addresses.

ODOT Response:

The five tribes mentioned in the response letter were also provided a solicitation letter and an opportunity to comment on the project.

6.0 DATA ANALYTICS AND SIGN IN

Appendix F contains the data analytics from the US-69 webpage virtual public input page. Attendee participation included 1,230 users with 3,690 views. The top engagement city was Muskogee with 464, followed by Boston with 162. Sixty-one (61) signed in for the meeting on the webpage and that list can be found in **Appendix G**.

APPENDIX A - MAILING

PAMPHLET

COMMENT FORM

PROPERTY RIGHTS BROCHURE

PUBLIC OFFICIALS & PROPERTY MAILING LISTS

VIRTUAL PUBLIC OPEN HOUSE

*December 18, 2020 to
January 4, 2021*

US-69 thru City of Muskogee

US-69 roadway improvements from 0.48 miles north of US-64 East (near Haddock Drive), extending north 2.5 miles to just south of Okmulgee Avenue in City of Muskogee, Muskogee County, Job Piece # 27108(04), State Project # J2-7108(004)

*Join
Us!*

www.odot.org/US69Muskogee



VIRTUAL OPEN HOUSE

The Oklahoma Department of Transportation (ODOT) will host a virtual open house to present the proposed design alternatives to US-69 thru the City of Muskogee. This meeting will present the design alternatives for the project and allow the public to submit input. Due to concerns over the spread of COVID-19, this will be a web-based format (no in-person meeting). The information will be available beginning December 18, 2020, and comments are requested by January 4, 2021.



Purpose

The purpose of the Virtual Open House is to present the proposed design alternatives for this highway segment and receive public input to aid ODOT in moving forward with the completion of the environmental studies, design, and construction.



Join

www.odot.org/US69Muskogee



**OKLAHOMA
Transportation**

December 14, 2020

Dear Stakeholders, Property Owners and Utility Owners:

RE: Virtual Public Open House for US-69 from 0.48 miles north of US-64 East (Peak Blvd), extending north 2.5 miles in City of Muskogee, Muskogee County, Job Piece # 27108(04), Project # J2-7108(004)

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing roadway and bridge improvements on US-69 from 0.48 miles north of US-64 East (Peak Blvd), extending north 2.5 miles in City of Muskogee. The purpose and need for this project is to provide operational improvements, including improvements to a pedestrian bridge (abandoned railroad overpass), extension of an existing bridge over Coody Creek, and reconstruction of the existing pavement.

Due to ongoing concerns about COVID-19, ODOT will host a virtual open house from December 18, 2020 through January 4, 2021 to present the design alternatives for the project and allow the public to submit input. Results of the environmental studies conducted in 2015 for the project will also be available to view. This pamphlet contains additional information about the virtual open house and a handout describing our right-of-way acquisition process. This property rights brochure is for information purpose only as your property may or may not be affected by the proposed project.

ODOT has tasked a Consultant to determine the best alternative for correcting the roadway deficiencies while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints. Following the virtual open house, the meeting material can be found at: <http://www.odot.org/publicmeetings>.

If you are currently leasing this property, please notify your lessee of our Virtual Open House.

Should you have questions regarding the project, please call (405) 521-3050 and leave a detailed message or email environment@odot.org.

Sincerely,

Sivanuja S Sundaram

Siv Sundaram, P.E.
Environmental Programs Division Engineer

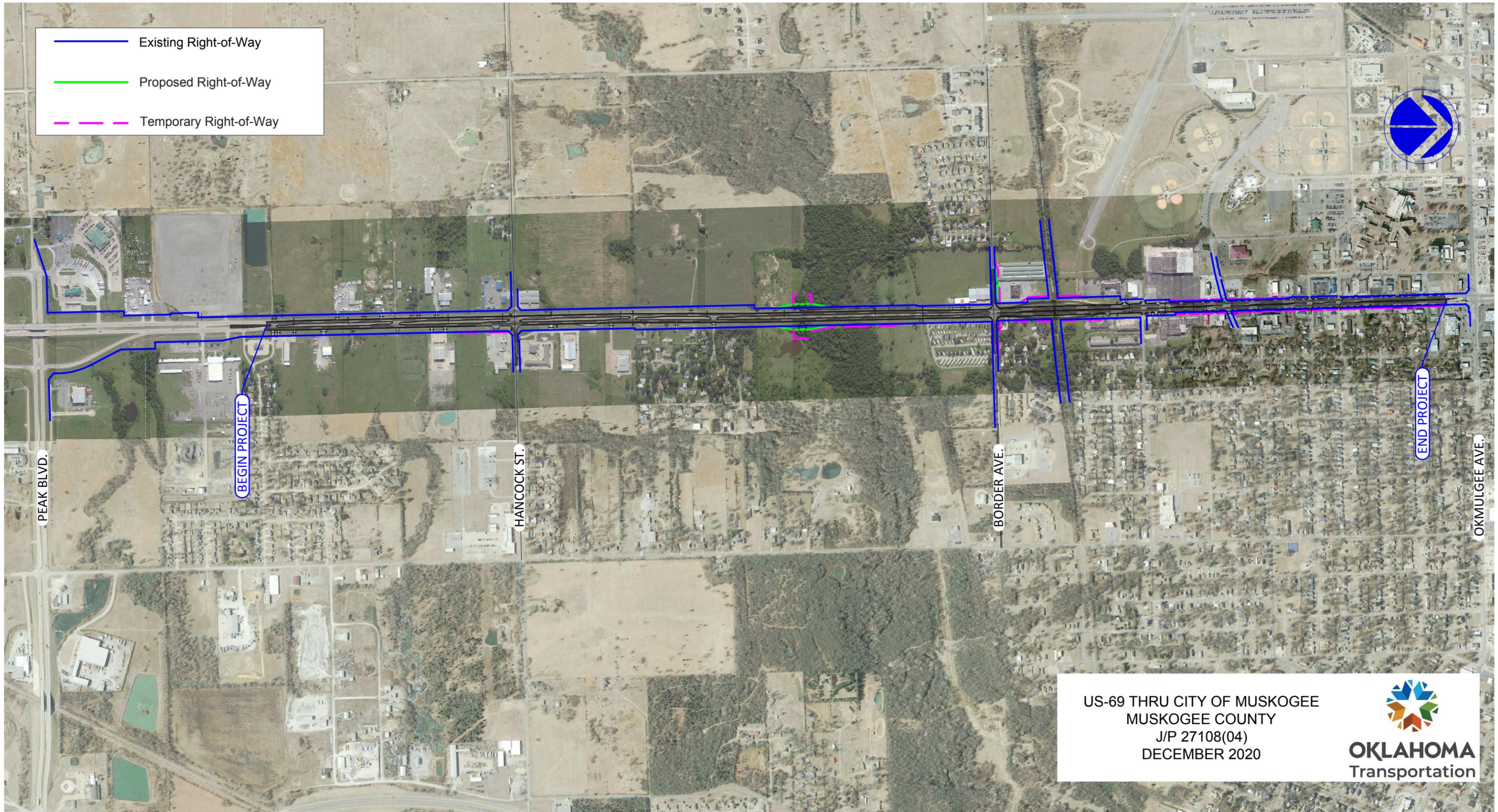
The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353, no later than 72 hours before any scheduled event. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.

"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-69 THRU CITY OF MUSKOGEE

US-69 roadway improvements from 0.48 miles north of US-64 East (near Haddock Drive), extending north 2.5 miles to just south of Okmulgee Avenue in City of Muskogee, Muskogee County, Job Piece # 27108(04), State Project # J2-7108(004)



Project Background

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing roadway and bridge improvements on US-69 roadway improvements from (Haddock Drive) 0.48 miles north of US-64 East (Peak Blvd), extending north 2.5 miles (Okmulgee Avenue) in City of Muskogee, Muskogee County.

The purpose and need for this project is to provide operational improvements, including improvements to a pedestrian bridge (abandoned railroad overpass), extension of an existing bridge over Coody Creek, and reconstruction of the existing pavement.

The existing highway consists of four (2) 12-foot wide driving lanes with 4-foot wide inside and 10-foot wide outside paved shoulders. The current traffic (2020) on US-69 is 23,710 vehicles per day (vpd) with a 2040 projected traffic of 33,870 vpd. Both projects include 25% trucks. There are four signalized intersections at Okmulgee Avenue, Arline Avenue, Border Avenue and Hancock Street.

Project Description

ODOT proposes to reconstruct the open section divided 4-lane roadway from the beginning of the project (Haddock Drive) to Border Avenue in its current configuration consisting of 12' lanes with 4' inside and 10' outside shoulders. See Figure 1 for details. From Border Avenue to Okmulgee Avenue, three alternate typical sections have been investigated. These typical sections include a 6-lane curb and gutter with raised median, 7-lane curb and gutter with continuous two-way left turn lane, and reconstruction of existing 4-lane curb and gutter with raised median. See Figures 2-4 for details. Traffic signals at Hancock Street, Border Avenue, Arline Avenue, and Okmulgee Avenue will be updated to optimize traffic operations.

The enclosed map shows the design of the preferred alternative. The public may view the project design on the virtual open house website and read more about how the project will affect homes and businesses.

PROPOSED ALTERNATE TYPICAL SECTIONS

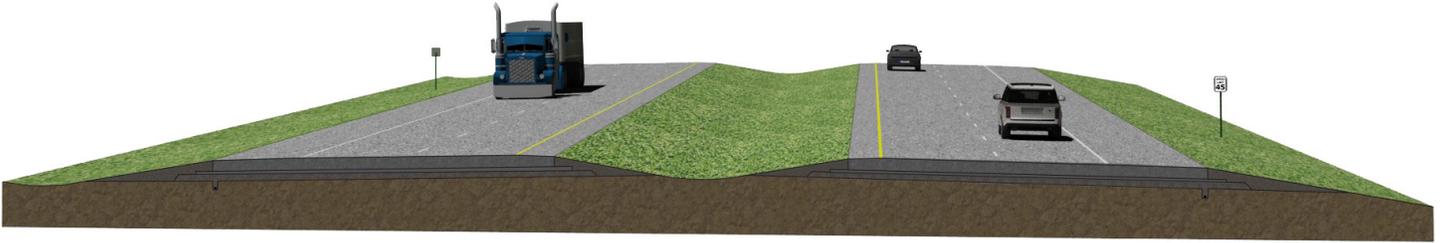


FIGURE 1: OPEN SECTION DIVIDED FOUR LANE TYPICAL SECTION FROM BEGINNING OF PROJECT TO BORDER AVENUE

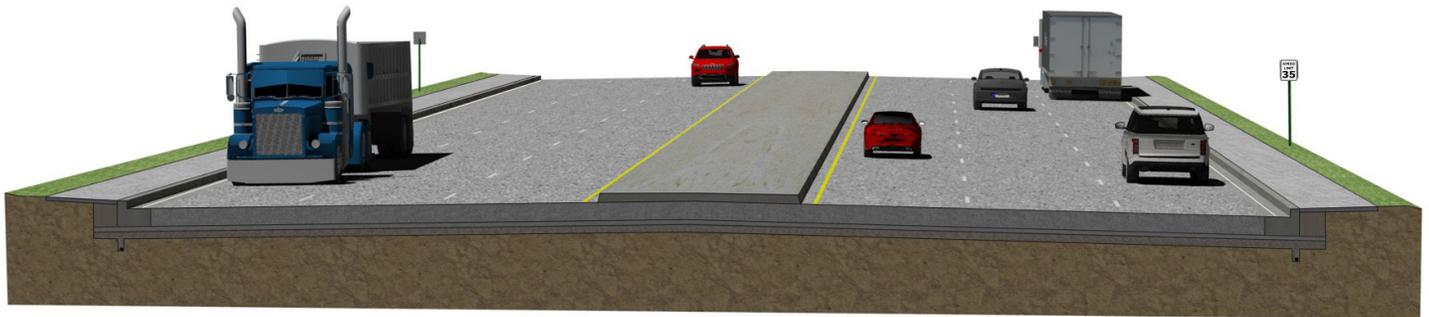


FIGURE 2: OPTION 1 - CONSTRUCTION OF 6-LANE CURB & GUTTER WITH RAISED MEDIAN.

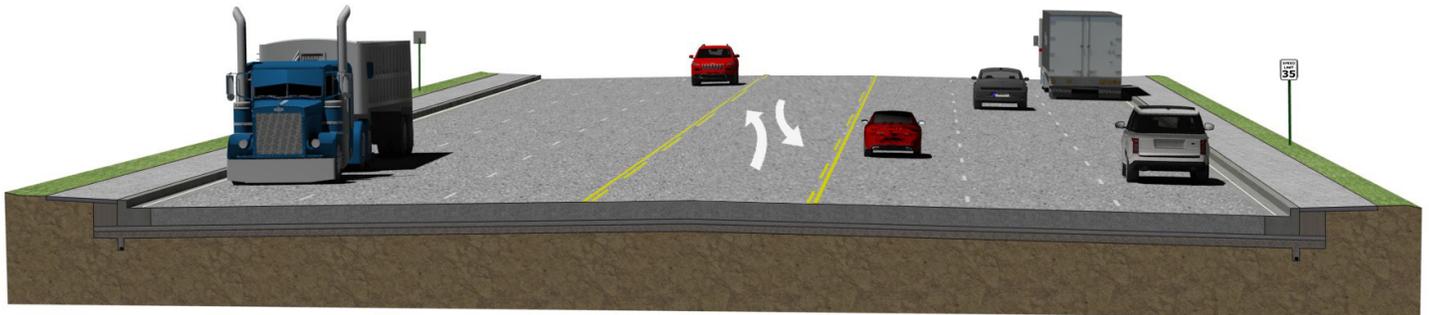


FIGURE 3: OPTION 2 - CONSTRUCTION OF 7-LANE CURB & GUTTER WITH CONTINUOUS TWO-WAY LEFT TURN LANE.

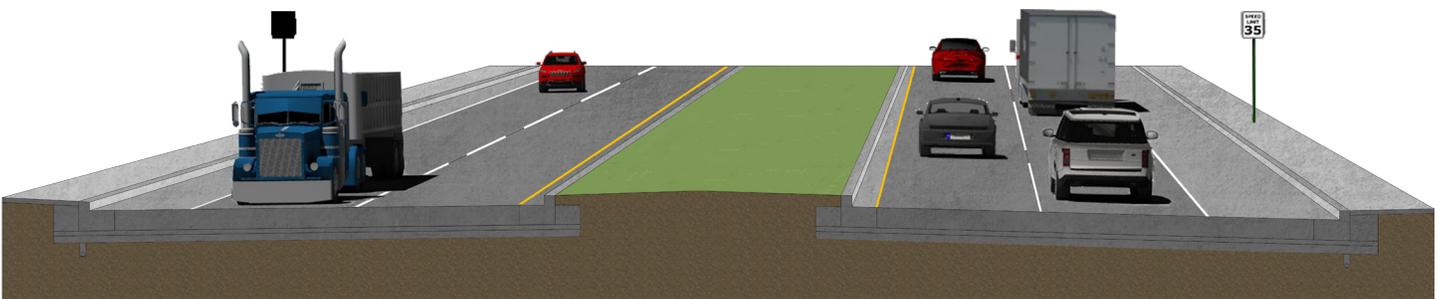
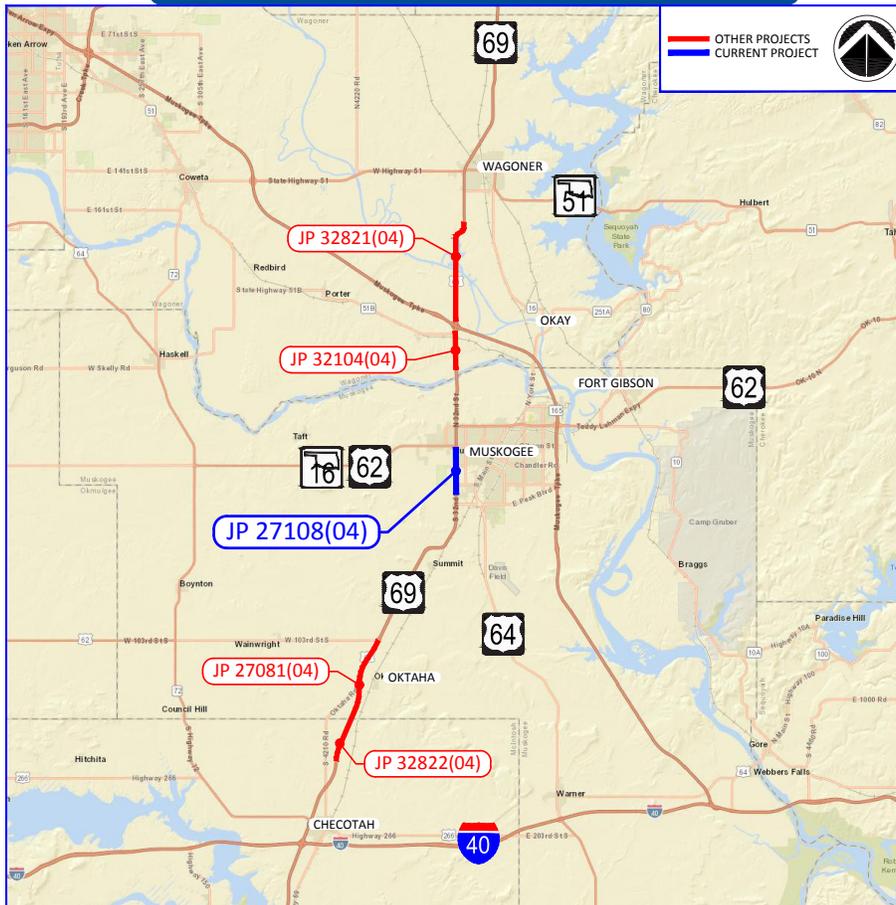


FIGURE 4: OPTION 3 - RECONSTRUCT THE EXISTING 4-LANE CURB & GUTTER WITH RAISED MEDIAN.

PROJECTS ON US-69



PROJECT INFORMATION SUMMARY

- Total Estimated Construction Cost of Project: Option 1 **\$35.926 Million**
Option 2 **\$35.607 Million**
Option 3 **\$27.277 Million**
- Right-of-Way Acquisition and Utility Relocation Anticipated to Start in: **Summer 2022**
- Construction Anticipated to Start in: **Summer 2024**
- Current Annual Average Daily Traffic (AADT) in year 2015: **23,100 vehicles per day**
- Future Estimated AADT by Year 2040: **33,800 vehicles per day**

*Totals **DO NOT** include Toll Roads

DIVISION 1 ENGINEER: CHRIS WALLACE, P.E.

Totals **DO NOT include County Bridges

***Total Road Miles:**
1,109.50

***Total Interstate Miles:**
97.27

****Total Bridges:**
706

Counties: Adair, Cherokee, Haskell, McIntosh, **Muskogee**, Okmulgee, Sequoyah, Wagoner



PLEASE PROVIDE YOUR COMMENTS BY January 4, 2021

**For more information
about the project**

(405) 521-3050
environment@odot.org

If you would like interpretation of documents please contact odot.
Si desea interpretar los documentos, pongase en contacto con odot.

<http://www.odot.org/publicmeetings>



The Constitution of the United States and the Constitution of the State of Oklahoma ensure that private property shall not be taken or damaged for public use without just compensation.

It is with these provisions in mind that the Oklahoma Department of Transportation (ODOT) pursues the acquisition of right-of-way. This brochure provides the property owner(s)/authorized agent(s) with general information as to how this process works. A right-of-way agent will provide the property owner(s)/authorized agent(s) with additional specific information as it relates to the owner's legal and property rights.

APPRAISAL

Before the initiation of negotiations for the purchase of real property, an amount is established by ODOT which is reasonably believed to be just compensation for the value of the part taken and the damages to the remaining property, if any. In cases involving the purchase of real property by ODOT with a fair market value of \$10,000 or less, no approved appraisal report will be required. Generally, real property is first appraised by a State-licensed or certified appraiser, and the property owner(s), or their designated representative(s), are given the opportunity to accompany the appraiser during the physical inspection of the subject property. The completed appraisal report is then reviewed by a separate review appraiser to ensure accuracy, completion and the proper use and full compliance with recognized appraisal principles and standards. Finally, an authorized amount is established by ODOT based upon the appraisal review for presentation to the property owner(s)/designated representative(s).

NEGOTIATION

A right-of-way agent presents the property owner(s)/designated representative(s) with a written offer letter containing the amount established as just compensation for the subject property to be acquired with the amount for damages, if any, separately set out. The option to waive the appraisal process and donate the subject property to ODOT is available if the property owner(s)/designated representative(s) wish to do so. A right-of-way agent will present the property owner(s)/designated representative(s) with an available set of plans for the project and will explain how much property must be acquired and what effect the acquisition will have on the remainder of the property, if any. The right-of-way agent is not authorized to alter the amount established as just compensation. No current abstract of the subject property will be requested or required from the subject

property owner(s)/designated representative(s). The right-of-way agent will periodically request that the property owner(s) or their designated representative(s) confirm the current surface ownership of the property regarding individual owners of record, liens, mortgages and tenants, if any. If a current mortgage exist on any property acquired the right-of-way agent will request a mortgage release from the mortgage company. A mortgage release must be obtained to complete the acquisition process. The property owner(s)/designated representative(s) are encouraged to advise the right-of-way agent when and if any actual or pending surface title changes occur.

Upon written notice, property owners may elect to retain the ground water rights, if any, that are attached to the property to be acquired. If the property owner elects to retain the ground water rights, the acquisition will be for surface rights only and will exclude any ground water rights. A property owner that chooses to retain the ground water rights shall have no right to use or occupy the surface rights to the property nor will the property owner have any right to construct, maintain or operate any water well, drilling equipment or lines on or under the surface without the express written permission of the Oklahoma Department of Transportation.

ACCEPTANCE OF OFFER

If the property owner(s)/designated representative(s) agree to accept the offer presented, the right-of-way agent will prepare the deed(s) or easement(s), claim form(s) and other documentation necessary to transfer ownership of the subject property. No formal closing is required as the property owner(s)/designated representative(s) will simply be asked to execute and convey to the right-of-way agent the aforementioned documentation. After these documents have been properly executed, they will be forwarded to ODOT's Oklahoma City office for review, processing and the issuance of a State warrant (check). After the required processing period, normally 25 to 30 business days, the check will be mailed to the property owner(s)/designated representative(s). If there is a mortgage on the subject property, the check may take longer to be processed due to the mortgage holder agreeing to and executing a partial mortgage release or discharge of the mortgage. In the event the negotiation is contingent on the basis of the property owner(s)/designated representative(s) retaining and removing improvements from the right-of-way limits, a specific date will be established for the property owner(s)/designated representative(s) to remove the improvements. On projects where the lead time permits, the Department may be able to lease the improvement(s) to the property owner(s)/designated representative(s) on a month-to-month basis, until such time as the right-of-way must be cleared for utility relocations and/or construction.

EMINENT DOMAIN

Should the property owner(s)/designated representative(s) decline to accept ODOT's offer of compensation, or should the title to the subject property be defective, it will be necessary for ODOT to acquire property for public use upon the payment of just compensation. The legal process by which the power of eminent domain is exercised is known as "condemnation".

Condemnation proceedings are commenced by filing a Petition in the District Court for the county in which the subject property is located. The property owner(s) will be served with a copy of the Petition. The first step taken in the condemnation process is for a District Judge to appoint three unbiased, disinterested freeholders, or "commissioners", to decide the amount of compensation that they believe the property owner(s) should receive.

The commissioners will be appointed at a hearing which will be held at the county courthouse, and the property owner(s) will be provided written notice at least ten (10) days prior to the aforementioned hearing. By law, the District Judge has the authority to select all three commissioners, however, in some instances the District Judge may ask the affected parties for suggestions as to whom to appoint. The property owners have the right to attend the hearing, but are not required to do so.

Three court-appointed commissioners will then inspect the subject property and assess the amount of compensation they believe ODOT should pay. Compensation awarded by the commissioners (known as the commissioners' award) will include the value of the property actually acquired as well as damages, if any, by way of reduction in value to the remaining portion of the property not acquired.

Any special and direct benefits to the part of the property not acquired may be offset against any injury (damage) to the property not acquired. The commissioners will then file a written Report of Commissioners with the Court Clerk detailing their findings.

Subsequent to the filing of the Report of Commissioners, ODOT will deposit the amount awarded by the commissioners with the Court Clerk. State law provides that upon such deposit, ODOT acquires the right to take possession of the subject property. If the property owner(s) wishes to do so, an application may be made to the Court for disbursement of the commissioners' award to the owner(s) (or at least a portion of the award to which they are entitled). The withdrawal of the commissioners' award in no way affects the property owner(s) right to pursue further legal action as detailed below.

If either party believes there has been an error or omission in the Report of Commissioners, or if the property owner(s) wish to challenge ODOT's legal power to take possession of the subject property, a **written exception** to the Report of Commissioners must be filed within thirty (30) days of the filing of the Report of Commissioners. The written exception must be filed with the Court Clerk and the Court may then accept or reject the written exception. If the Court accepts the written exception, it may order a new appraisal. In that event, ODOT will have a continuing right of possession acquired via the first Report of Commissioners, unless and until the Court rules that ODOT does not have the power to condemn the subject property.

If either party desires to challenge only the amount awarded by the commissioners, it must do so by filing a Demand for Jury Trial with the Court Clerk within sixty (60) days of the filing of the Report of Commissioners.

In the event of a jury trial and a jury verdict which exceeds the amount awarded by the court-appointed commissioners, ODOT would then have to deposit an amount equal to the difference between the jury verdict and the commissioners' award with the Court Clerk. Similarly, should the jury verdict be for an amount less than the commissioners' award, the property owner(s) would be required to return that portion of the commissioners' award which exceeds the amount of the jury verdict. Should the amount of the jury's verdict exceed the amount of the commissioners' award by ten percent (10%) or more, then ODOT must reimburse the property owner(s) for their reasonable attorney, appraisal and engineering fees, that were incurred in connection with the condemnation proceedings. Either party may appeal the action taken by the District Court to the Oklahoma Supreme Court.

INCIDENTAL EXPENSES

A real property owner may qualify for the reimbursement of expenses incurred for items such as recording fees, transfer taxes and similar expense incidental to conveying such real property to ODOT. The extent of reimbursement must be incurred by the property owner(s) and shall be determined and pre-approved by ODOT. Penalties for prepayment of any existing recorded mortgages are also included. If the property owner(s) is/are refused an incidental expense payment or believes the payment offered is not adequate to cover incurred expenses, they have the right file a written appeal to:

Chairman, Board of Appeals
Oklahoma Department of Transportation, Office of the General Counsel
200 N.E. 21st Street, Oklahoma City, Oklahoma 73105

The appeal must be filed within sixty (60) days of the date ODOT assumes legal possession of the subject property being acquired. This appeal procedure is provided in relation to incidental expenses only. If the property owner(s) are not satisfied with the fair market value offer for the subject property, they can consult the right-of-way agent for information regarding their rights to court proceedings. The "fair market value offer" to buy is a separate offer and is not subject to review by the Board of Appeals.

If the property owner(s) wish to review the plans on the project, or if they decide to accept ODOT's offer after the right-of-way agent has completed their attempts to negotiate, they are asked to contact:

Oklahoma Department of Transportation
Right-of-Way and Utilities Division
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105
(405) 521-2651

It is the sincere desire and hope of the Oklahoma Department of Transportation (ODOT) to be fair and to successfully negotiate with each property owner. ODOT complies with Title VI of the Civil Rights Act of 1964, which requires that no person in the United States shall, on the basis of race, color, religion, sex, disability, age or national origin, be excluded from the participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity for which ODOT received Federal Financial Assistance.

If a property owner(s) believes that they have been discriminated against, they have the right to file a Title VI complaint with the Oklahoma Department of Transportation's Title VI Coordinator at (405) 521-3379 or email kfire@odot.org.

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients and contractors. To request an accommodation, please contact the ADA Coordinator at (405) 521-4140 or the Oklahoma Relay Service at 1 (800) 722-0353. For ADA or Title VI questions, email ODOT-ada-tit/evi@odot.org.

Title	First Name	Last Name	Salutation	Job Title	Organization	Address	City	State	ZIP
Commissioner	V. Gene	McKown	Commissioner McKown	At-Large Member	OK Transportation Commission	1320 N. Porter	Norman	OK	73071
Commissioner	Bob	Coburn	Commissioner Coburn		OK Transportation Commission, District I	3420 Riverbend Road	Muskogee	OK	74403
			Commissioners	Muskogee County	Board of County Commissioners	300 North Street	Muskogee	OK	74403
The Honorable	Markwayne	Mullin	Representative Mullin		U.S. House of Representatives	2421 Rayburn House Office Building	Washington	D.C.	20515
The Honorable	Markwayne	Mullin	Representative Mullin		U.S. House of Representatives	811-A N. York St.	Muskogee	OK	74403
The Honorable	Dewayne	Pemberton	Senator Pemberton		Oklahoma State Senate	2300 N. Lincoln Blvd. Room 429	OKC	OK	73105
Representative	Chris	Sneed	Representative Sneed		Oklahoma House of Representatives	2300 N. Lincoln Blvd. Room 346.1	OKC	OK	73105
Representative	Avery	Frix	Representative Frix		Oklahoma House of Representatives	2300 N. Lincoln Blvd. Room 405.1	OKC	OK	73105
The Honorable	Jim	Inhofe	Senator Inhofe		U.S. Senate	3817 NW Expressway #780	Oklahoma City	OK	73112
The Honorable	Jim	Inhofe	Senator Inhofe		U.S. Senate	205 Russell Senate Office Building	Washington	D.C.	20510
The Honorable	James	Lankford	Senator Lankford		U.S. Senate	316 Hart Senate Office Building	Washington	D.C.	20510
The Honorable	James	Lankford	Senator Lankford		U.S. Senate	1015 N. Broadway Ave. Suite 310	Oklahoma City	OK	73102
Mr.	Ernie	Moore	Mr. Moore	Executive Director	Eastern Oklahoma Development District	1012 North 38th Street, P.O. 1367	Muskogee	OK	74402
Ms.	Samantha	Davidson Guinn	Ms. Davidson Guinn	Policy Director	Oklahoma State Governor's Office	2300 N. Lincoln Blvd., Suite 212	Oklahoma City	OK	73105
The Honorable	Marlon	Coleman	Mayor Coleman	Mayor	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Ms.	Evelyn	Hibbs	Ms. Hibbs	City Council Ward 1	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Ms.	Stephanie	Morgan	Ms. Morgan	City Council Ward 1	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Ms.	Jaime	Stout	Ms. Stout	City Council Ward 2	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Mr.	Alex	Reynolds	Mr. Reynolds	City Council Ward 2	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Mr.	Derrick	Reed	Mr. Reed	City Council Ward 3	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Mr.	Ivory	Vann	Mr. Vann	City Council Ward 3	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Dr.	Tracy	Hoos	Dr. Hoos	City Council Ward 4	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Ms.	Traci	McGee	Ms. McGee	City Council Ward 4	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Mr.	Mike	Miller	Mr. Miller	City Manager	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Mr.	Gary	Garvin	Mr. Garvin	Assistant City Manager	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Mr.	Mike	Stewart	Mr. Stewart	Public Works Director	City of Muskogee	P.O. Box 1927	Muskogee	OK	74402
Dr.	Jarod	Mendenahll	Dr. Mendenhall	Superintendent	Muskogee Public Schools	202 W Broadway	Muskogee	OK	74401
Chief	Derrell	Jones	Chief Jones		Muskogee Fire Department	505 Columbus Ave	Muskogee	OK	74401
Chief	Johnny	Teehee	Chief Teehee		Muskogee Police Department	112 S 3rd Street	Muskogee	OK	74401
Sheriff	Terry	Freeman	Sheriff Freeman		Muskogee County Sheriff Dept.	220 State Street	Muskogee	OK	74401
			Administrator	Administrator	Saint Francis Hospital Muskogee	300 Edna M. Rockefeller Drive	Muskogee	OK	74401
			Administrator	Administrator	Eastern Oklahoma VA Health Care System	2414 East Shawnee Bypass	Muskogee	OK	74403
			Administrator	Administrator	Jack C Montgomery VA Medical Center	1011 Honor Heights Drive	Muskogee	OK	74401

USA Barn Realty
3201 W Hancock
Muskogee, OK 74401

JC/DC LLC
105 Ramona Dr
Muskogee, OK 74401

Joseph & Jackie Newton
PO Box 38
Okmulgee, OK 74447

Tri City Development
PO Box 832
Stigler, OK 74462

James & Vanessa Stewart
8209 N 50th St W
Porter, OK 74454

Star Mart
2300 S 32nd St
Muskogee, OK 74401

Early's Country RV
2601 S 32nd St
Muskogee, OK 74401

Rick & Judy Berkenbile
PO Box 1211
Fort Gibson, OK 74434

Don Jacobs et al
PO Box 555
Pea Ridge, AR 72751

John & Judy Davis
701 Independence
Muskogee, OK 74403

Thomas & Ginger Blackmon
12 Edgemoor Rd
Little Rock, AR 72207

Muskogee Creek Nation
6200 W 103rd St S
Okmulgee, OK 74450

Muskogee Creek Nation Complex
PO Box 580
Okmulgee, OK 74447

Michael & Jannie Rankin
1215 S 32nd St
Muskogee, OK 74401

Charles & Tina Copeland
1898 County Rd 4515
Whitewright, TX 75491

Edwin & Frances Thayer
901 S 32nd
Muskogee, OK 74401

Continental Overseas
712 N Aster Ave
Broken Arrow, OK 74012

Shyama Hotels
900 S 32nd St
Muskogee, OK 74401

Cornelia Ann McClain
17816 W Running Springs Dr
Park Hill, OK 74451

Tommy Allen et al
& Virginia Reheard
1507 S 24th St W
Muskogee, OK 74401

McClain Furniture
c/o Ben McClain
1305 S 32nd St
Muskogee, OK 74401

Tommy Allen
2510 W 37th St S
Muskogee, OK 74401

Tim Wheeler
8 Beckman Dr
Muskogee, OK 74401

George Seibold III
PO Box 1197
Oklahoma City, OK 73101

Lifepoint Church
2200 S 32nd St
Muskogee, OK 74401

Don L Younger
7001 E Smith Ferry Rd
Muskogee, OK 74403

City of Muskogee
PO Box 1927
Muskogee, OK 74402

MPI Muskogee
120 Broadway Ave S, Ste 50
Wayzata, MN 55391

B&B Truck Repair
2701 S 32nd St
Muskogee, OK 74401

OKL Enterprises
703 S Western Rd
Stillwater, OK 74074

Jim Estates
5138 S Birmingham Pl
Tulsa, OK 74105

J E Weaver
5901 Rolling Oaks Dr
Muskogee, OK 74401

Muskogee Grand Hotel
PO Box 5523
Edmond, OK 73083

Muskogee County
PO Box 2307
Muskogee, OK 74402

Yu Lin & Yan Ping Jiang
20978 Cornerstone Dr
Walnut, CA 91789

Yee See Ong & Ann Barker
350 S 40th
Muskogee, OK 74401

O DennyBoyChick
c/o Paul Berg, PhD
800 The Mark Lane #2901
San Diego, CA 92101

Great Life Investments
212 S B
Muskogee, OK 74403

Umesh & Kalpana Patel
514 S 32nd St
Muskogee, OK 74401

OKL Enterprises
703 S Western Rd
Stillwater, OK 74074

Devadatt LLC
540 S 32nd St
Muskogee, OK 74401

JRC Self Storage
719 N 41st St
Muskogee, OK 74403

JKJ Corner Stores
7910 S 101st E Ave
Tulsa, OK 74133

Maria Molina
710 S 32nd St
Muskogee, OK 74401

Muskogee Grand Hotel
PO Box 5523
Edmond, OK 73083

Del Rey Investors
200 Uecker
Spring Branch, TX 78070

Braums Addition
701 S 32nd St
Muskogee, OK 74401

Johnson Enterprises Holding Co.
715 S 32nd St
Muskogee, OK 74401

Penelope Cowles Payne
100 Ramona Dr
Muskogee, OK 74401

Rick J Martin
PO Box 2363
Muskogee, OK 74402

Quanah & Gwendale Fryar
2100 S 32nd St
Muskogee, OK 74401

Oswaldo & Maria Tinajero
2120 S 32nd St
Muskogee, OK 74401

John & Judy Davis
701 Independence
Muskogee, OK 74403

Muskogee at the Woods Holdings
c/o Atlas Property Management
701 W Queens, Ste 400
Broken Arrow, OK 74012

Landmark Venture Properties
16613 E 47th St
Tulsa, OK 74134

William Gilbert
6033 W Okmulgee
Muskogee, OK 74401

Kevin Roy Gilbert
6033 W Okmulgee
Muskogee, OK 74401

Loretta Hickman
c/o Denise Hickman
PO Box 2089
Muskogee, OK 74402

Cornelia Ann McClain
17816 W Running Springs Dr
Park Hill, OK 74451

Bobbie & Maggie Cook
3104 Border Ave
Muskogee, OK 74401

Johnson Investments
c/o Ryan LLC
15 West 6th St, Ste 2400
Tulsa, OK 74119

Susan Sandelman
c/o Ryan LLC
15 West 6th St, Ste 2400
Tulsa, OK 74118

American Bank of Oklahoma
PO Box 7009
Muskogee, OK 74402

Sachi Lodging
200 S 32nd St
Muskogee, OK 74401

Tu Dinh Nguyen
1217 E Okmulgee
Muskogee, OK 74403

Raymond & Carol Elam
201 S 33rd St, Apt 605
Muskogee, OK 74401

Joy B Gandhi
4108 Stone Creek Dr
Muskogee, OK 74403

ROU Realty
8769 S Circle E Dr
Farwell, MI 48622

Tam Bar
4113 Cobblestone
Muskogee, OK 74401

Jalil & Lisa Mortazavi
11077 S 51 W Ave
Sapulpa, OK 74066

Hulbert Properties
20705 Hwy 16
Siloam Springs, AR 72761

Series B Choat Properties
25116 S 4150 Rd
Claremore, OK 74017

Tambar 4
211 N 12th
Muskogee, OK 74401

Sangal Family
6281 E 140th St S
Bixby, OK 74008

Tigerlily Properties
29801 Santa Margarita Pkwy
Rancho Santa Margarita, CA 92688

Sai Mira
407 S 32nd St
Muskogee, OK 74401

National Retail Properties
450 S Orange Ave, Ste 900
Orlando, FL 32801

JKJ Corner Stores
7910 S 101st E Ave
Tulsa, OK 74133

Archland Property
c/o M C Baldwin
PO Box 329
Morris, OK 74445

Purab Motels
2240 S 32nd St
Muskogee, OK 74401

Ronald Hornback
2400 S Country Club Rd
Muskogee, OK 74403

Chanden Hotel
2220 S 32nd St
Muskogee, OK 74401

Great Phoenix
2226 S 32nd St
Muskogee, OK 74401

Jehovah's Witnesses
c/o Walton, McGee & Simmons
PO Box 2285
Muskogee, OK 74402

Crowl Oil Co
PO Box 1627
Muskogee, OK 74402

Carroll Wood Goff Forth
27 Gladstone St
London, England
SE1 6EY (Great Britain)

Ernie & Dorothy Sykora
c/o Ernie's Pharmacy
410 S 32nd St
Muskogee, OK 74401

E-Z Pay Used Cars
1809 Nightingdale Cir
McAlester, OK 74501

Diajeff LLC
c/o Ryan LLC
15 West 6th St, Ste 2400
Tulsa, OK 74119

Johnson Investments
c/o Ryan LLC
15 West 6th St, Ste 2400
Tulsa, OK 74119

Sachi Lodging
200 S 32nd St
Muskogee, OK 74401

John Sharp
Association of Central Oklahoma
Governments
4205 N Lincoln Blvd
Oklahoma City, OK 73105

Paul Cristina
BNSF Railway
2650 Lou Menk Drive
Fort Worth, TX 76131

Jake Kimery
Chesapeake Energy Corporation
P.O. Box 18496
OKC, OK 73154

Bo Ellis
Chickasaw Nation
520 E. Arlington
Ada, OK 74820

Brad Williams
520 E. Arlington
Ada, OK 74820

Wayne Wylie
Choctaw Nation
PO Box 1210
Durant, OK 74702

Paul Deffenbaugh
Consolidated Grain & Barge
320 S Boston Ave, Suite 840
Tulsa, OK 74103

Ryan Emery
Consolidated Grain & Barge
PO Box 249
Mandeville, LA 70470

Ethan Nall
Devon Energy
333 West Sheridan Ave.
OKC, OK 73102

Rodney McCaul
Ditch Witch
P.O. Box 66
Perry, OK 73077

Kermit Frank
Dolese
20 NW 13th St
OKC, OK 73103

Troy Rigel
CoMark Equity Alliance
2813 N Van Buren St
Enid, OK 73703

Judy Petry
Farmrail Corporation
1601 West Gary Boulevard
Clinton, OK 73601

Larry Ramsey
Federal Motor Carrier Safety Admin.
300 N Meridian, Ste 106 North
OKC, OK 73017

Winford Navrath
FedEx
8100 S Bryant Ave
OKC, OK 73149

Richard Jurey
FHWA - OK - Performance
5801 N Broadway Ext., Ste 300
OKC, OK 73118

Isaac Akem
FHWA - OK - Planning
5801 N Broadway Ext., Ste 300
OKC, OK 73118

Huy Nguyen
FHWA - OK - Safety
5801 N Broadway Ext., Ste 300
OKC, OK 73118

Viplav Putta
INCOG
2 West 2nd St, #800
Tulsa, OK 74103

Andrew Scherman
McAlester Army Ammunition Plant
1 C Tree Road
McAlester, OK 74501

David McCorkle
McCorkle Truck Lines
2132 SE 18th St
OKC, OK 73129

Rodney Beard
US Army Engineer District, Tulsa
1645 So. 101st East Avenue
Tulsa, OK 74128

DeDe Smith
Arkansas Waterways Commission
101 East Capitol Avenue, Ste 370
Little Rock, AR 72201

Jim Rodriguez
Oklahoma Aggregates Association
3500 North Lincoln Blvd.
OKC, OK 73105

Derek Sparks
Oklahoma City Chamber of
Commerce
123 Park Ave.
OKC, OK 73102

Lynne Jones
Oklahoma Corporation Commission
P.O. Box 52000
OKC, OK 73152

Betty Thompson
Oklahoma Department of Agriculture
PO Box 528804
OKC, OK 73152

Sec James Reese
Oklahoma Department of Agriculture
900 N. Stiles Ave.
OKC, OK 73104

Jon Chiappe
Oklahoma Department of Commerce
900 N. Stiles Ave.
OKC, OK 73104

Lt. Kirby Logan
Oklahoma Highway Patrol, CMV
200 NE 38th Terrace
OKC, OK 73105

Lt. Ron Jenkins
Oklahoma Highway Patrol
200 NE 38th Terrace
OKC, OK 73105

Lori Peterson
Oklahoma Railroad Association
PO Box 722134
Norman, OK 73070

Jim Newport
Oklahoma Trucking Association
3909 N Lindsay Ave
OKC, OK 73105

Oklahoma Turnpike Authority
PO Box 11357
OKC, OK 73111

David Yarbrough
Port of Catoosa - Tulsa
5350 Cimarron Rd
Catoosa, OK 74015

Brad Banks
5350 Cimarron Rd
Catoosa, OK 74015

Scott Robinson
Port of Muskogee
River Center - Three Forks Harbor
5201 Three Forks Road
Ft. Gibson, OK 74434

Darrin Karley
Seaboard Foods
9000 W. 67th Street Suite 200
Shawnee Mission, KS 66202

Shane Charlson
US Army Corps of Engineers
1645 South 101st East Avenue
Tulsa, OK 74128

Brad Beam
Tinker Air Force Base
7535 5th Street Building 400
Tinker AFB, OK 73145

Mike Kerr
Tulsa International Airport
7777 East Apache St
Tulsa, OK 74115

Brandon Morris
Union Pacific
1000 W. 4th St.
North Little Rock, AR 72114

Rich Kincade
UPS, Operations Mgr
55 Glenlake Pkwy NE
Atlanta, GA 30328

Rich Kincade
UPS, Operations Mgr
901 S Portland
OKC, OK 73108

Kyle Weaver
Walmart 277-Market Office
501 SW 19th St
Moore, OK 73160

5 – ODOT sent by E-mail

Monti Smith
ODOT Legal
200 NE 21st St.
OKC, OK 73105

Thabdabus Babb
ODOT Waterways
4002 N. Mingo Valley Exwy
Tulsa, OK 74116

Lauren Ludwig
ODOT Traffic Engineering
200 NE 21st St.
OKC, OK 73105

Steve Jacobi
ODOT Bridge
200 NE 21st St.
OKC, OK 73105

Matthew Swift
ODOT Asset & Performance Mgmt
200 NE 21st St.
OKC, OK 73105

APPENDIX B

PRESENTATION MATERIALS

HANDOUT TAB AND WEBSITE

PRESENTATION

FREQUENT QUESTIONS

US-69 in Muskogee

From 0.5 miles north of US-64 E (Peak Blvd.), extending north 2.4 miles

Sign In & Handout

[Learn More](#)

Presentation

[Learn More](#)

Project History

[Learn More](#)

Interactive Maps

[Learn More](#)

Right-of-Way Information

[Learn More](#)

Frequent Questions

[Learn More](#)

Submit a Comment

[Learn More](#)

Welcome to the Virtual Public Open House for US-69 in the City of Muskogee, Muskogee County, Oklahoma. This meeting will present proposed alternatives to improve US-69 from 0.5 miles north of US-64 East (Peak Boulevard), extending north 2.4 miles.

Virtual Open House: December 18, 2020 - January 4, 2021

Due to concerns about the spread of COVID-19, this open house will be a web-based format (no in-person meeting). The information will be available beginning December 18, 2020 and comments are requested by January 4, 2021.

Phone Number

This best way to leave a comment or ask a question is to submit a written comment at the Submit a Comment page, or email environment@odot.org. If you would like more information on the project, you may call (405) 521-3050.

Special Accommodations

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.

US-69 in Muskogee County

SIGN IN

Sign In & Handout

[◀ Homepage](#)[Next: Presentation ▶](#)

Thanks for attending this virtual open house. Take a moment to:

1. Fill out the sign-in sheet
2. View the pamphlet

Pamphlet



Sign-In Sheet

Scroll down to answer form fields and then click **Submit**.

US-69 in Muskogee County Sign-In

Highway Improvements [JP 27108(04)]
Virtual Open House Sign-In Sheet

1. Salutation

Mr.

Ms.

Mrs.

2. Name

3. Email

4. Address, City, State, Zip Code

5. Phone Number

6. Business/Organization

7. How did you hear about the meeting?

Pamphlet in the Mail

Facebook

Twitter

Newspaper

US-69 in Muskogee County

PRESENTATION

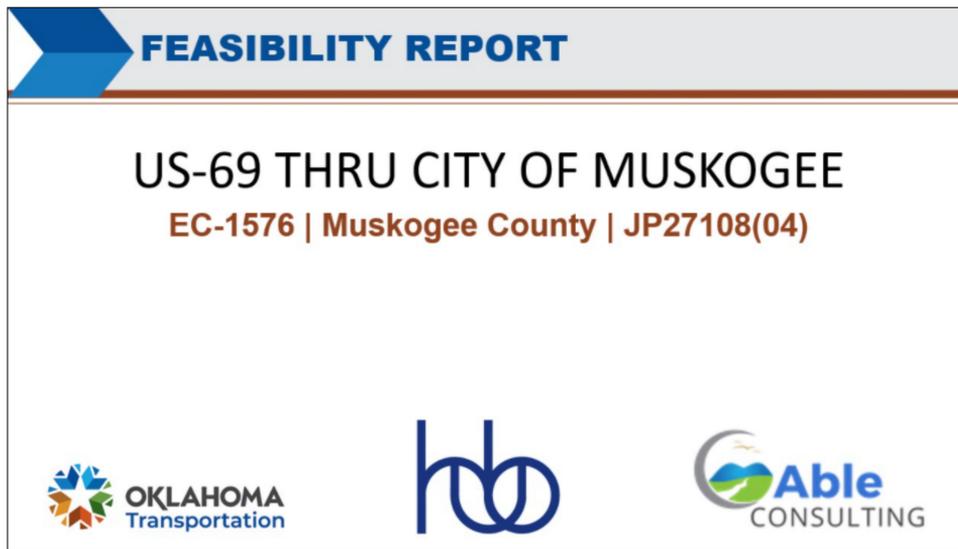
Presentation

[◀ Homepage](#)

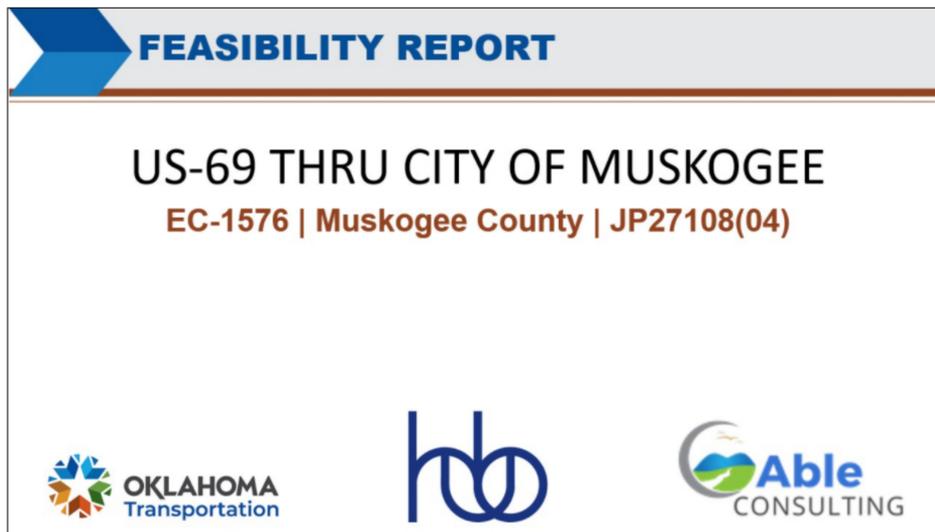
[Next: History ▶](#)

Project Staff have prepared a presentation regarding the project. Click on the images below to view or download the presentation slides.

Presentation (video)



Presentation (PDF)





US-69 in Muskogee County

HISTORY

Project History

[◀ Homepage](#)

[Interactive Maps ▶](#)

Project History.

Visit the Stakeholder Meeting website for more background information on this project: [20201102 \(oklahoma.gov\)](#)

US-69 in Muskogee County

MAP Interactive Maps

[◀ Homepage](#)[Right-of-Way Information ▶](#)

Use the map options to enhance your viewing:

-  View the map legend
-  Change the map background
-  Print a copy of the map
-  Measure a distance on the map
-  Add a comment to the map

+/- to zoom in and out

Type in an address to find a specific location

Option 1



Option 2



Option 3



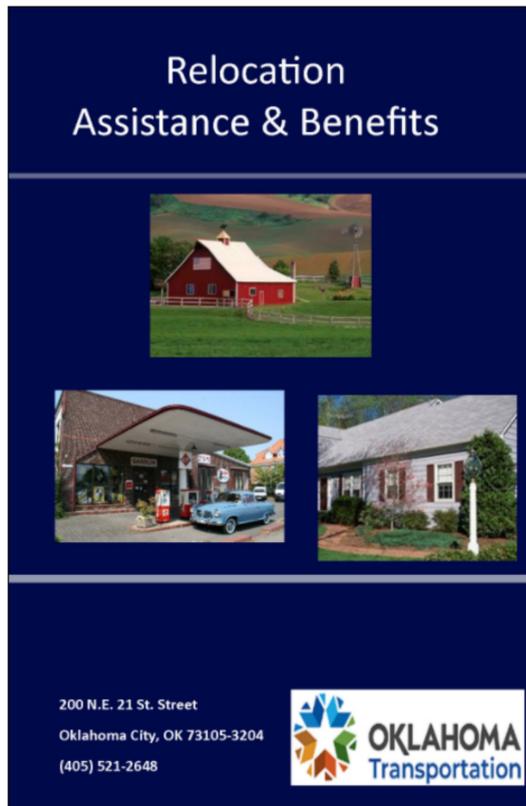
US-69 in Muskogee County

Right-of-Way Information

[◀ Homepage](#)

[Next: FAQ ▶](#)

ODOT Relocation Brochure



Relocation Assistance & Benefits

200 N.E. 21 St. Street
Oklahoma City, OK 73105-3204
(405) 521-2648



ODOT Property Rights Brochure



OKLAHOMA Transportation PROPERTY RIGHTS BROCHURE

The Constitution of the United States and the Constitution of the State of Oklahoma ensure that private property shall not be taken or damaged for public use without just compensation.

It is with these provisions in mind that the Oklahoma Department of Transportation (ODOT) pursues the acquisition of right-of-way. This brochure provides the property owner(s)/authorized agent(s) with general information as to how this process works. A right-of-way agent will provide the property owner(s)/authorized agent(s) with additional specific information as it relates to the owner's legal and property rights.

APPRAISAL

Before the initiation of negotiations for the purchase of real property, an amount is established by ODOT which is reasonably believed to be just compensation for the value of the part taken and the damages to the remaining property, if any. In cases involving the purchase of real property by ODOT with a fair market value of \$10,000 or less, no approved appraisal report will be required. Generally, real property is first appraised by a State-licensed or certified appraiser, and the property owner(s), or their designated representative(s), are given the opportunity to accompany the appraiser during the physical inspection of the subject property. The completed appraisal report is then reviewed by a separate review appraiser to ensure accuracy, completion and the proper use and full compliance with recognized appraisal principles and standards. Finally, an authorized amount is established by ODOT based upon the appraisal review for presentation to the property owner(s)/designated representative(s).

NEGOTIATION

A right-of-way agent presents the property owner(s)/designated representative(s) with a written offer letter containing the amount established as just compensation for the subject property to be acquired with the amount for damages, if any, separately set out. The option to waive the appraisal process and donate the subject property to ODOT is available if the property owner(s)/designated representative(s) wish to do so. A right-of-way agent will present the property owner(s)/designated representative(s) with an available set of plans for the project and will explain how much property must be acquired and what effect the acquisition will have on the remainder of the property, if any. The right-of-way agent is not authorized to alter the amount established as just compensation. No current abstract of the subject property will be requested or required from the subject.

Rev. 11/2020



US-69 in Muskogee County

FAQ

Frequently Asked Questions

[◀ Homepage](#)[Comment ▶](#)[Will there be a bypass of Muskogee?](#)[Why spend money to reconstruct the US-69 roadway and not increase capacity?](#)[When will ODOT select a preferred alternative?](#)[What will the pedestrian bridge look like?](#)[What is the difference between the six and seven lane option on crash data?](#)[How will I know if ODOT plans to acquire my property?](#)[What is the process if ODOT needs some of my property? What if ODOT needs to buy my house or business?](#)[What if ODOT needs temporary access for construction or a maintenance easement?](#)[When will ODOT start buying property?](#)[When is construction scheduled to begin?](#)[How will the project be built?](#)[Will there be access to my home and property during construction?](#)[The existing and future traffic numbers should be higher?](#)[Will noise walls be included in the project?](#)

Will there be a bypass of Muskogee?

In early 2020, ODOT and FHWA refocused attention on updating the existing US-69 corridor and tasked a consultant to look at alternatives to improve the existing US-69 facility through Muskogee.

[Top ^](#)

Why spend money to reconstruct the US-69 roadway and not increase capacity?

The roadway is worn out. To maintain a drivable surface, ODOT must mill and re-surface the US-69 roadway every three years through Muskogee. This is expensive and causes driver delay due to construction. This project is needed to reduce the maintenance requirements and provide a new subgrade and roadway surface that will last 20-25 years.

[Top ^](#)

When will ODOT select a preferred alternative?

Once ODOT has received and reviewed all the comments from the public meeting a preferred alternative will be selected.

[Top ^](#)

What will the pedestrian bridge look like?

ODOT will work with the City of Muskogee to provide signage on the new pedestrian bridge. The new structure will be designed specifically for bicycle and pedestrian traffic. The new pedestrian bridge will be 12 feet wide in width and connect to the existing 10-foot-wide asphalt path. The bridge will be about 5 feet higher than the existing structure. The replacement of this structure allows for more room to accommodate the roadway improvements on US-69 and will improve drainage on the roadway. To construct the new bridge structure, the trail will need to be closed during construction for approximately three months.

[Top ^](#)

What is the difference between the six and seven lane option on crash data?

Average crash rates are 30% less with a median (based on Transportation Research Board report) versus a turning lane. The open turning lane and the existing driveway density would cause increased crash rates due to turning movements.

[Top ^](#)

How will I know if ODOT plans to acquire my property?

There will be little permanent new right-of-way required for any of the alternatives. Although utility and construction easements will be needed in some areas. The proposed right-of-way is preliminary and will be refined as the design and construction plans are developed. If your property will be affected, an ODOT- authorized agent will contact you in the future. It is anticipated that right-of-way acquisition for this project will begin in 2022, although this schedule is dependent on funding and subject to change.

[Top ^](#)

What is the process if ODOT needs some of my property? What if ODOT needs to buy my house or business?

ODOT will obtain an independent appraisal and present a fair market value offer for your property. Owners of affected homes or business will be provided with additional relocation assistance.

[Top ^](#)

What if ODOT needs temporary access for construction or a maintenance easement?

Sometimes ODOT will need temporary access or an easement to maintain the highway and drainage structures. Owners will be compensated for temporary right-of-way and for maintenance easements. In these cases, you will maintain ownership of the property. If your property will be affected, an ODOT-authorized agent will contact you.

[Top ^](#)

When will ODOT start buying property?

Right-of-way acquisition for this project is anticipated to start in 2022. However, the schedule is dependent on funding and subject to change.

[Top ^](#)

When is construction scheduled to begin?

Construction is anticipated to begin in 2023. However, the schedule is dependent on funding and subject to change.

[Top ^](#)

How will the project be built?

US-69 will remain open during construction and phased construction will be utilized to maintain traffic. One lane of traffic in each direction will be maintained throughout construction. Although to build the new pedestrian bridge a shoo-fly will be required.

[Top ^](#)

Will there be access to my home and property during construction?

Yes, access to homes, businesses, and property adjacent to the project will be maintained during all phases of construction. In some cases, temporary drives may be required until permanent drives can be restored.

[Top ^](#)

The existing and future traffic numbers should be higher?

Traffic counts are taken every two years on state highways. The existing traffic numbers reflect the current condition. The future traffic numbers are projected based on a multiplier based upon area.

Annual average daily traffic (AADT) is a measure used primarily in transportation engineering. Traditionally, it is the total volume of vehicle traffic of a highway or road for a year divided by 365 days. Therefore, there are days when there is more traffic, but this is an average. AADT is a simple, but useful, measurement of how busy the road is.

[Top ^](#)

Will noise walls be included in the project?

When the design is further along ODOT will conduct a Traffic Noise Study according to Federal Highway Administration (FHWA) and ODOT policies and procedures using FHWA Traffic Noise Model version 2.5. This study will identify any anticipated noise impacts and the feasibility and reasonableness of noise walls, if necessary. However, due to the multiple access points along US-69, it is unlikely that noise walls would be able to be constructed and still maintain access to side streets and driveways.

[Top ^](#)

US-69 in Muskogee County

COMMENT

Submit a Comment

[← Homepage](#)

Thank you for participating. Comments on this project can be submitted in several ways, including but not limited to mail, email, and the online form.

All written comments must be received on or before January 4, 2021.

ODOT will post responses to comments on its [Public Meetings and Hearings Page](#) for the US-69 projects in February 2021.

Please be aware that all information that you submit on these forms is subject to public disclosure under the Oklahoma Public Information Act.

Comment Form (Online)

Scroll down to answer form fields and then click *Submit*.

US-69 in Muskogee County Comment Form

Highway Improvements JP 27108(04)
Please submit your comments by January 4, 2021.

Thank you for your interest in this project and taking the time to provide us with your written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

1. Name

2. Business/Organization

3. Address, City, State, Zip Code

4. Phone Number

5. Email Address

6. "I have the following comment(s) and/or question(s) about the proposed "US-69 in Muskogee County" project:"

Never give out your password. [Report abuse](#)

This content is created by the owner of the form. The data you submit will be sent to the form owner. Microsoft is not responsible for the privacy or security practices of its customers, including those of this form owner. Never give out your password.

Powered by Microsoft Forms | [Privacy and cookies](#) | [Terms of use](#)

Comment Form (PDF)

You may email or mail to the addresses provided below.

environment@odot.org

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



 **FEASIBILITY REPORT**

US-69 THRU CITY OF MUSKOGEE
EC-1576 | Muskogee County | JP27108(04)

 **OKLAHOMA**
Transportation



 **Able**
CONSULTING

Welcome to the Oklahoma Department of Transportation’s virtual Open House for the United State Highway 69 improvement project located in Muskogee County.

As part of our efforts to keep the public informed about transportation improvements, we developed this slide presentation. Normally, we would host an in-person Open House, but due to ongoing concerns about COVID-19, we opted to host a virtual Open House to protect public safety.

Please take a moment to review this presentation, and feel free to contact us with questions, concerns, and comments. If you would like to view the project in more detail, please visit the Interactive Map on the virtual Open House webpage.

PURPOSE OF THE VIRTUAL OPEN HOUSE

End Project just south of Okmulgee Ave.

PROJECT LOCATION

Begin Project near Haddock Drive (Southgate Addition).

Shawnee Bypass

City of Muskogee

Peak Blvd.

PURPOSE OF THE OPEN HOUSE
TO PRESENT THE FINDINGS OF THE US-69 FEASIBILITY REPORT AND OBTAIN STAKEHOLDER INPUT.



OKLAHOMA
Transportation

Project Location:

The project begins north of the US-69/Peak Boulevard Interchange near Haddock Drive and extends approximately 2.5 miles north to Okmulgee Avenue. Review the map on this slide for a depiction of the general project location.

Purpose of the Virtual Open House:

- The purpose of this virtual Open House is to provide an update on the proposed highway improvements. Specifically we wanted to:
- Present the findings of the US-69 Feasibility Report & proposed improvements;
- Describe the potential environmental impacts;
- Obtain public input; and
- Outline the next steps and the proposed project schedule.

PURPOSE OF THE PROJECT

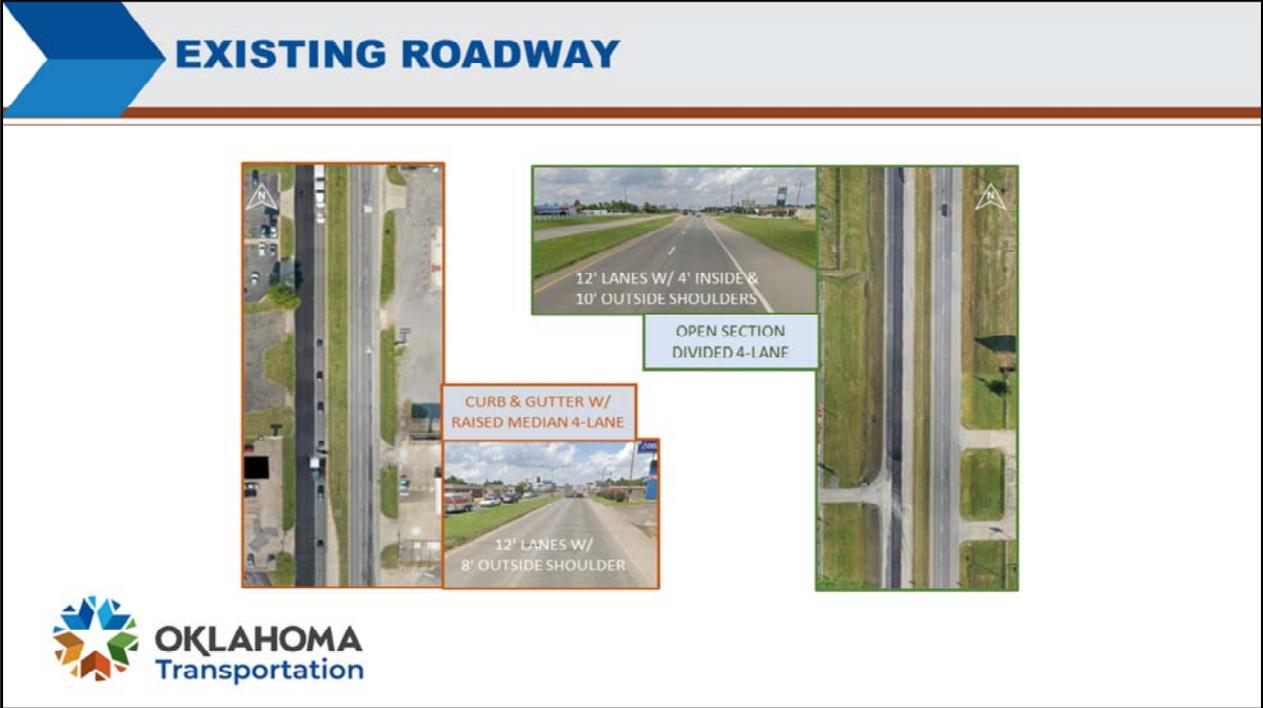
THE PURPOSE & NEED FOR THIS PROJECT IS TO PROVIDE OPERATIONAL IMPROVEMENTS INCLUDING:

- IMPROVEMENTS TO A PEDESTRIAN BRIDGE (ABANDONED RAILROAD OVERPASS)
- EXTENSION OF AN EXISTING RECTANGULAR CONCRETE BOX BRIDGE OVER COODY CREEK
- RECONSTRUCTION OF PAVEMENT
- OPTIMIZATION OF SIGNALIZED INTERSECTIONS



The purpose and need for this project is to provide operational improvements including:

- Improvements to a pedestrian bridge, the abandoned railroad overpass;
- The extension of an existing rectangular concrete box bridge over Coody Creek;
- Reconstruction of pavement; and
- The optimization of signalized intersections.



The existing roadway through the project corridor consists of two different typical sections.

From the beginning of project to Border Avenue is an open section divided 4-lane roadway consisting of 12' lanes with 4' outside and 10' inside shoulders.

From Border Avenue to the end of project is a curb & gutter with raised median 4-lane roadway consisting of 12' lanes with 8' outside shoulders.

INTERSECTIONS

- CURRENTLY THERE ARE FOUR SIGNALIZED INTERSECTIONS ON US-69 WITHIN THE PROJECT EXTENTS AT:
 - OKMULGEE AVENUE
 - ARLINE AVENUE
 - BORDER AVENUE
 - HANCOCK STREET



The slide features a title 'INTERSECTIONS' in a blue arrow-shaped box. Below the title is a list of four signalized intersections on US-69: Okmulgee Avenue, Arline Avenue, Border Avenue, and Hancock Street. To the right of the list are four aerial photographs, each showing a different intersection with the street name labeled in white text. The intersections are Okmulgee Ave, Arline Ave, Border Ave, and Hancock St. At the bottom left is the Oklahoma Transportation logo, which consists of a colorful starburst icon and the text 'OKLAHOMA Transportation'.

There are four signalized intersections on US-69 within the project corridor:

- Okmulgee Avenue
- Arline Avenue
- Border Avenue
- Hancock Street



TRAFFIC VOLUMES

CURRENT TRAFFIC CONDITIONS
APPROX 25% ARE TRUCKS

YEAR	LOCATION			
	SOUTH OF PROJECT	BEGINNING OF PROJECT	END OF PROJECT	NORTH OF PROJECT
	S. OF PEAK BLVD (SH-165)	NEAR HADDOCK DRIVE (SOUTHGATE ADDITION)	OKMULGEE AVENUE (US-62/SH-16)	DENISON STREET (NEAR BANK OF OK)
	VEHICLES PER DAY	VEHICLES PER DAY	VEHICLES PER DAY	VEHICLES PER DAY
2019	20,100	23,000	20,600	23,700
2018	19,600	21,000	20,900	25,800
2017	19,800	20,800	23,900	25,600
2016	19,200	20,100	23,200	24,800
2015	18,600	19,600	22,500	24,000

DATA GATHERED FROM ODOT'S ONLINE PUBLIC DATABASE.



The table is comprised of data gathered from ODOT's online public database from 2015 to 2019. Approximately 25% of the vehicles are trucks.



COLLISION DATA

FEBRUARY 1, 2014 THRU DECEMBER 31, 2019

Three fatalities in the study period were found:

- Pedestrian collision near Inman Street, 4-13-2014
- Right angle collision (front to side) with vehicle crossing median near Arline Avenue, 5-7-2016
- Head-on collision (front to front) near Haddock Drive, 11-17-2019

Collisions from Border Ave. to Okmulgee Ave. (CS 56, MP 14.61 to CS 18, MP 0.00)

Location	Collisions	Possible Injury	Non-Incapitating Injury	Suspected Serious Injury	Fatality
Denver	18	4	1	-	-
Elgin	4	1	1	-	-
Estelle	9	1	-	1	-
Okmulgee	54	4	4	-	-
Arline	36	5	4	-	1
Border	30	6	2	-	-
US-69	50	5	4	2	-

* This data is dependent on various local and state agency incident reports and descriptions.



Collision data from February 1, 2014 thru December 31, 2019 is shown in the table. It is important to note that this data is dependent on various local and state agency incident reports and descriptions.

Three fatalities in the study period were found:

- Pedestrian collision near Inman Street, 4-13-2014
- Right angle collision (front to side) with vehicle crossing median near Arline Avenue, 5-7-2016
- Head-on collision (front to front) near Haddock Drive, 11-17-2019

PROJECT BACKGROUND

- > 2014 - HOLLOWAY, UPDIKE & BELLEN, INC. (HUB) WAS TASKED WITH DESIGNING UPGRADES TO THE CORRIDOR INCLUDING WIDENING PORTIONS TO 6 LANES, REPLACING THE RAILROAD PEDESTRIAN BRIDGE AND UPDATING TRAFFIC SIGNALS TO MATCH ASPECTS ALONG US-69 FROM OKMULGEE AVE. NORTH TO SHAWNEE BYPASS, WHICH WAS COMPLETED IN 2006.
- > 2017 - HUB WAS DIRECTED TO CEASE DESIGN WORK AS THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) DECIDED TO EXPLORE REALIGNMENT OF US-69 TO LOOP AROUND THE WEST SIDE OF MUSKOGEE. THIS REALIGNMENT CAME WITH OPPOSITION FROM THE CITY OF MUSKOGEE, AS WELL AS NUMEROUS RESIDENTS AND PROPERTY OWNERS ALONG THE EXISTING CORRIDOR.
- > 2020 - ODOT HAS REFOCUSSED ATTENTION ON UPDATING THE EXISTING CORRIDOR AND TASKED HUB TO RESUME DESIGN WORK.



Project Background:

- 2014 - Holloway, Updike & Bellen, Inc. (HUB) was tasked with designing upgrades to the corridor including widening portions to 6 lanes, replacing the railroad pedestrian bridge and updating traffic signals to match aspects along US-69 from Okmulgee Ave. North to Shawnee Bypass, which was completed in 2006.
- 2017 - HUB was directed to cease design work as the Oklahoma Department of Transportation (ODOT) decided to explore realignment of US-69 to loop around the west side of Muskogee. This realignment came with opposition from the city of Muskogee, as well as numerous residents and property owners along the existing corridor.
- 2020 - ODOT has refocused attention on updating the existing corridor and tasked HUB to resume design work.



PROJECT STAKEHOLDER MEETING

A Stakeholder meeting was held November 2, 2020 via Zoom including a slideshow presentation by HUB and Able Consulting. After the slide presentation a question-and-answer session was held. Below is a list of attendees.

<p>Elected Officials ODOT Commissioner Bob Coburn State Representative Avery Frix County Commissioner Ken Doke County Commissioner Kenny Payne</p> <p>City of Muskogee Mr. Mike Miller, City Manager Mr. Gary Garvin, Assistant City Manager Mr. Mike Stewart, Public Works Director Mr. Marlon Coleman, Mayor Ms. Jaime Stout, City Council Ward 2 Mr. Alex Reynolds, City Council Ward 2 Ms. Traci McGee, City Council Ward 4</p>	<p>ODOT Chris Wallace, ODOT District 1 Kathy Koon, ODOT Environmental Siv Sundaram, ODOT Environmental Steven Gauthé, ODOT Environmental Leslie Novotny, ODOT Environmental Brian Linam, ODOT Project Management Jenny Droscher, ODOT Environmental Kenna Mitchel, ODOT Media Cody Hamblin, ODOT Traffic Montie Smith, ODOT Legislative Liaison Jamie Malmstrom, ODOT District 1 Lauren Ludwig, ODOT Traffic Kevin Burns, ODOT Traffic</p>	<p>Consultants Wes Stewart, HUB Jennifer Koscelny, Able Consulting</p>
--	--	---

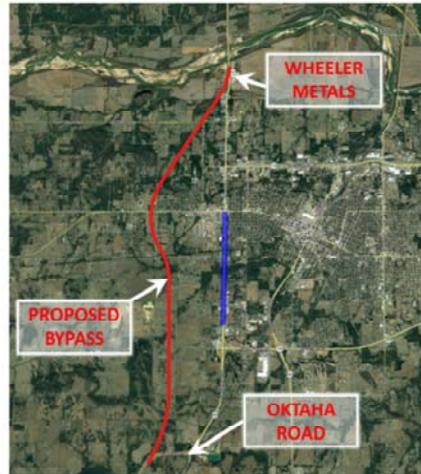


OKLAHOMA
Transportation

A Stakeholder meeting was held November 2, 2020 via Zoom including a slideshow presentation by HUB and Able Consulting. After the slide presentation a question and answer session was held.

BYPASS INVESTIGATION

- THE PROPOSED BYPASS WOULD BEGIN SOUTH OF MUSKOGEE AND TIE BACK INTO US-69 JUST SOUTH OF THE ARKANSAS RIVER CROSSING.
- THERE WOULD BE LIMITED ACCESS ALONG THE NEW CORRIDOR WITH INTERCHANGES AT THE TIE-IN POINTS, OKMULGEE AVE.(US-62) AND POTENTIALLY PEAK BLVD (SH-165).



The proposed bypass would begin south of Muskogee and tie back into US-69 just south of the Arkansas River crossing. There would be limited access along the new corridor with interchanges at the tie-in points, Okmulgee Ave.(US-62) and potentially Peak Boulevard (SH-165).

DESIGN OPTIONS BEING CONSIDERED

- HUB WAS TASKED WITH EVALUATING THE FEASIBILITY OF THREE DESIGN OPTIONS
- OPTION 1: CONSTRUCTION OF 6-LANE CURB & GUTTER WITH RAISED MEDIAN.
- OPTION 2: CONSTRUCTION OF 7-LANE CURB & GUTTER WITH CONTINUOUS TWO-WAY LEFT TURN LANE.
- OPTION 3: RECONSTRUCT THE EXISTING 4-LANE CURB & GUTTER WITH RAISED MEDIAN.
- ALL OPTIONS WOULD MAINTAIN THE EXISTING ARRANGEMENT FROM THE BEGINNING OF PROJECT TO BORDER AVENUE CONSISTING OF AN OPEN SECTION DIVIDED 4-LANE ROADWAY



HUB was tasked with evaluating the feasibility of three design options:

- Option 1: Construction of 6-lane curb & gutter with raised median.
- Option 2: Construction of 7-lane curb & gutter with continuous two-way left turn lane.
- Option 3: Reconstruct the existing 4-lane curb & gutter with raised median.
- All options would maintain the existing arrangement from the beginning of project to Border Avenue consisting of an open section divided 4-lane roadway

TYPICAL OPEN ROADWAY SECTION

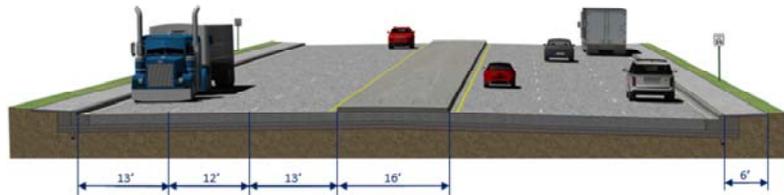
FROM HADDOCK DRIVE (SOUTHGATE ADDITION) NORTH TO BORDER AVENUE THE ROADWAY WILL BE RECONSTRUCTED IN ITS CURRENT CONFIGURATION. THE ROADWAY WILL FEATURE 2-12' DRIVING LANES, 4' INSIDE SHOULDERS AND 10' OUTSIDE SHOULDERS FOR NORTHBOUND AND SOUTHBOUND DIRECTIONS.

 **OKLAHOMA**
Transportation

From Haddock Drive (Southgate Addition) north to Border Avenue the roadway will be reconstructed in its current configuration. The roadway will feature 2-12' driving lanes, 4' inside shoulders and 10' outside shoulders for northbound and southbound directions.

OPTION 1: 6-LANE WITH RAISED MEDIAN

- COMPLETE RECONSTRUCTION OF OPEN SECTION DIVIDED 4-LANE ROADWAY FROM BOP TO BORDER AVE. AND CONSTRUCTION OF 6-LANE CURB & GUTTER WITH RAISED CONCRETE MEDIAN FROM BORDER AVE. TO EOP.
- THE CONSTRUCTION, RIGHT-OF-WAY, AND UTILITY COST ESTIMATE FOR THIS ALTERNATIVE IS \$35,926,000.

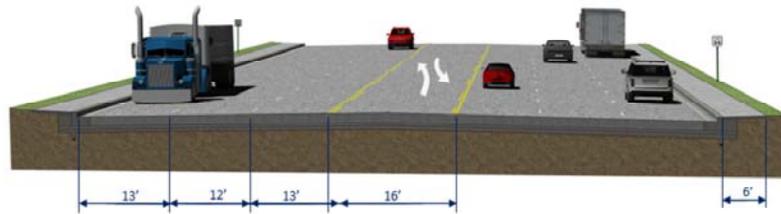


Option 1: 6-Lane with raised median:

- Complete reconstruction of open section divided 4-lane roadway from beginning of project to Border Ave. and construction of 6-lane curb & gutter with raised concrete median from Border Ave. to end of project.
- The construction, right-of-way, and utility cost estimate for this alternative is \$35,926,000.

OPTION 2: 7-LANE W/CONTINUOUS TWLTL

- COMPLETE RECONSTRUCTION OF OPEN SECTION DIVIDED 4-LANE ROADWAY FROM BOP TO BORDER AVE. AND CONSTRUCTION OF 7-LANE CURB & GUTTER WITH CONTINUOUS CENTER TURN LANE FROM BORDER AVE. TO EOP.
- THE CONSTRUCTION, RIGHT-OF-WAY, AND UTILITY COST ESTIMATE FOR THIS ALTERNATIVE IS \$35,607,000.

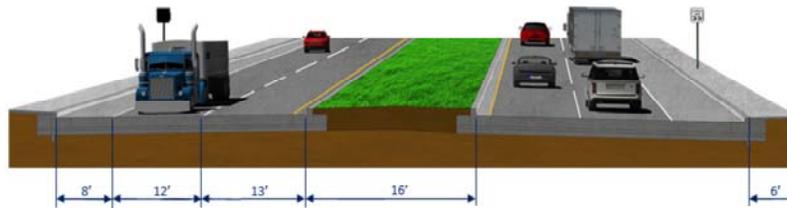


Option 2: 7-lane with continuous two-way left turn lane:

- Complete reconstruction of open section divided 4-lane roadway from beginning of project to Border Ave. and construction of 7-lane curb & gutter with continuous center turn lane from Border Ave. to end of project.
- The construction, right-of-way, and utility cost estimate for this alternative is \$35,607,000.

OPTION 3: 4-LANE WITH RAISED MEDIAN

- COMPLETE RECONSTRUCTION OF OPEN SECTION DIVIDED 4-LANE ROADWAY FROM BOP TO BORDER AVE. AND RECONSTRUCTION OF EXISTING 4-LANE CURB & GUTTER WITH RAISED MEDIAN FROM BORDER AVE. TO EOP.
- THE CONSTRUCTION, RIGHT-OF-WAY, AND UTILITY COST ESTIMATE FOR THIS ALTERNATIVE IS \$27,277,000.



Option 3: 4-lane with raised median:

- Complete reconstruction of open section divided 4-lane roadway from beginning of project to Border Ave. and reconstruction of existing 4-lane curb & gutter with raised median from Border Ave. to end of project.
- The construction, right-of-way, and utility cost estimate for this alternative is \$27,277,000.

ALTERNATIVE COST COMPARISON

ALTERNATIVE COST COMPARISON			
	OPTION 1 (6-Lane)	OPTION 2 (7-Lane)	OPTION 3 (4-Lane)
ROADWAY	\$ 22,850,000	\$ 22,350,000	\$ 19,400,000
BRIDGE A	\$ 385,000	\$ 385,000	\$ 385,000
BRIDGE B	\$ 880,000	\$ 880,000	\$ 880,000
CONST. TRAFFIC CONTROL	\$ 750,000	\$ 750,000	\$ 750,000
SIGNING & STRIPING	\$ 150,000	\$ 155,000	\$ 150,000
TRAFFIC SIGNALS	\$ 1,450,000	\$ 1,450,000	\$ 1,450,000
TRAFFIC LIGHTING	\$ 600,000	\$ 600,000	\$ 600,000
STAKING	\$ 220,000	\$ 220,000	\$ 220,000
MOBILIZATION	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
CONSTRUCTION TOTAL	\$ 28,285,000	\$ 27,790,000	\$ 24,835,000
RIGHT-OF-WAY	\$ 5,642,000	\$ 5,818,000	\$ 443,000
UTILITIES	\$ 1,999,000	\$ 1,999,000	\$ 1,999,000
TOTAL	\$ 35,926,000	\$ 35,607,000	\$ 27,277,000



The alternative cost comparison is shown in the table. Options 1 & 2 have similar pavement typical sections and construction footprints, therefore they also have similar overall construction costs. Option 3, has considerably less right-of-way impacts, and thus it will also have a lower overall cost.



LEVEL OF SERVICE COMPARISON

- LEVEL OF SERVICE(LOS) IS A TERM USED TO QUALITATIVELY DESCRIBE THE OPERATING CONDITIONS OF A ROADWAY BASED ON FACTORS SUCH AS SPEED, TRAVEL TIME, MANEUVERABILITY, DELAY AND SAFETY. FACILITIES ARE DESIGNATED WITH A LEVEL OF SERVICE RATING RANGING FROM A TO F, WITH A REPRESENTING THE BEST OPERATING CONDITIONS AND F THE WORST.
- SINCE THE INITIAL ANALYSIS, THE 7-LANE OPTION WAS INTRODUCED. BECAUSE OF THIS, ODOT TRAFFIC DIVISION WAS TASKED WITH UPDATING ANALYSIS COMPARING THE THREE OPTIONS.
- DESIGN TRAFFIC FOR THE CORRIDOR FOR YEARS 2018 AND 2050 WERE PROVIDED BY ODOT’S STRATEGIC ASSET AND PERFORMANCE MANAGEMENT DIVISION FROM 2018. THESE YEARS AND VOLUMES ARE THE BASIS OF ODOT’S OPERATIONAL ANALYSIS.
- KEY DATA AND RESULTS GLEANED FROM THE ANALYSIS ARE ILLUSTRATED IN TABLES 6, 7, 8 AND 9. TABLES 6 AND 7 SHOW ARTERIAL LEVEL OF SERVICE INFORMATION WHILE TABLES 8 AND 9 INCLUDE INTERSECTION LEVEL OF SERVICE INFORMATION. NOTE THAT THE 6-LANE AND 7-LANE OPTIONS ARE REPORTED AS THE SAME COLUMN IN THE TABLES.
- FROM AN OPERATIONS/ANALYTICAL PERSPECTIVE THERE IS LITTLE DIFFERENCE BETWEEN THESE OPTIONS.
- THE V/C RATIO IN TABLES 8 AND 9 IS DERIVED BY THE VOLUME OF TRAFFIC DIVIDED BY THE CAPACITY OF THE ROADWAY. V/C RATIOS BELOW 0.95 ARE IDEAL, BUT V/C ≤ 1.05 DURING OUT YEAR PEAK IS LIKELY ACCEPTABLE SINCE DESIGN TRAFFIC NUMBERS USUALLY REPRESENT WORST-CASE CONDITIONS.



OKLAHOMA
Transportation

Level of service(LOS) is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay and safety. Facilities are designated with a level of service rating ranging from A to F, with A representing the best operating conditions and F the worst.

Since the initial analysis, the 7-lane option was introduced. Because of this, ODOT Traffic Division was tasked with updating analysis comparing the three options.

Design traffic for the corridor for years 2018 and 2050 were provided by ODOT’s strategic asset and performance management division from 2018. These years and volumes are the basis of ODOT’s operational analysis.

Key data and results gleaned from the analysis are illustrated in tables 6, 7, 8 and 9 to follow. Tables 6 and 7 show arterial level of service information while tables 8 and 9 include intersection level of service information. Note that the 6-lane and 7-lane options

are reported as the same column in the tables.

From an operations/analytical perspective there is little difference between these options.

The V/C ratio in tables 8 and 9 is derived by the volume of traffic divided by the capacity of the roadway. V/C ratios below 0.95 are ideal, but $v/c \leq 1.05$ during out year peak is likely acceptable since design traffic numbers usually represent worst-case conditions.

ARTERIAL LEVEL OF SERVICE

Several signals were identified with malfunctioning or broken loops. They are being repaired now(10-14-2020).

Table 6. 2018 Arterial Level of Service / Arterial Speed (mph) / Travel Time (min' sec)

Direction	Period	Repaired Signals	4-Lane Divided Option	6- and 7-Lane Options
NB	AM Peak	B / 28 / 09' 27	B / 29 / 09' 06	B / 29 / 09' 00
SB	AM Peak	B / 30 / 08' 33	B / 30 / 08' 24	B / 31 / 08' 13
NB	PM Peak	C / 27 / 09' 41	C / 27 / 09' 31	C / 28 / 09' 25
SB	PM Peak	C / 28 / 09' 05	B / 29 / 08' 48	B / 29 / 08' 42

Table 7. 2050 Arterial Level of Service / Arterial Speed (mph) / Travel Time (min' sec)

Direction	Period	Maintained Signals	4-Lane Divided Option	6- and 7-Lane Options
NB	AM Peak	E / 13 / 20' 02	E / 14 / 18' 48	E / 16 / 16' 31
SB	AM Peak	E / 15 / 17' 10	E / 16 / 16' 11	E / 19 / 13' 20
NB	PM Peak	F / 11 / 22' 53	F / 12 / 21' 47	E / 14 / 19' 17
SB	PM Peak	F / 10 / 25' 00	F / 11 / 22' 51	E / 15 / 16' 58



Several signals were identified with malfunctioning or broken loops. They were repaired during the recent pavement maintenance project on the corridor (October 2020).

The “Direction” columns are northbound or southbound traffic.

The “Period” columns are morning peak traffic and evening peak traffic.

The data in “Repaired Signals”, “4-lane divided option” & “6 and 7-lane options” is level of service rating, arterial speed in miles per hour, and travel time through the corridor in minutes and seconds.

Table 6 illustrates minimal improvements with the 6 and 7-lane options for current traffic volumes.

Table 7 illustrates a substantial improvement with the 6 & 7-lane options for future 2050 traffic volumes.

INTERSECTION LEVEL OF SERVICE

Table 8. 2018 Intersection LOS – Maximum v/c Ratio for All Options

Intersection	2018 AM Repaired	2018 PM Repaired	2018 AM 4-Lane	2018 PM 4-Lane	2018 AM 6-/7-Lane	2018 PM 6-/7-Lane
US-69 & Fern Mountain/Harris	D - 0.88	D - 0.94	D - 0.88	D - 0.94	D - 0.88	D - 0.94
US-69 & Shawnee	D - 0.98	E - 1.05	D - 0.98	E - 1.05	D - 0.98	D - 1.05
US-69 & Military/ Tablequah	B - 0.74	B - 0.79	B - 0.74	B - 0.79	B - 0.74	B - 0.79
US-69 & Broadway	C - 0.97	C - 0.94	C - 0.97	C - 0.94	C - 0.98	C - 0.94
US-69 & Okmulgee	D - 0.96	D - 1.04	D - 0.96	D - 1.04	C - 0.91	D - 0.95
US-69 & Arline	B - 0.77	C - 0.99	B - 0.77	C - 0.98	B - 0.63	C - 0.74
US-69 & Border	C - 0.89	C - 0.91	B - 0.77	C - 0.78	B - 0.74	B - 0.61
US-69 & Hancock	C - 0.79	C - 0.85	B - 0.74	C - 0.80	B - 0.55	B - 0.73

Table 9. 2050 Intersection LOS – Maximum v/c Ratio for All Options

Intersection	2050 AM Maintained	2050 PM Maintained	2050 AM 4-Lane	2050 PM 4-Lane	2050 AM 6-/7-Lane	2050 PM 6-/7-Lane
US-69 & Fern Mountain/Harris	F - 1.37	F - 1.52	F - 1.37	F - 1.52	F - 1.37	F - 1.52
US-69 & Shawnee	F - 1.37	F - 1.56	F - 1.37	F - 1.56	F - 1.37	F - 1.56
US-69 & Military/ Tablequah	B - 0.98	D - 1.07	B - 0.98	D - 1.07	B - 0.98	D - 1.07
US-69 & Broadway	F - 1.27	F - 1.31	F - 1.27	F - 1.31	F - 1.27	F - 1.31
US-69 & Okmulgee	F - 1.32	F - 1.50	F - 1.32	F - 1.50	F - 1.20	F - 1.33
US-69 & Arline	F - 1.31	F - 1.41	E - 1.31	F - 1.41	C - 0.93	E - 1.09
US-69 & Border	F - 1.37	F - 1.52	F - 1.32	F - 1.34	D - 0.97	C - 1.00
US-69 & Hancock	D - 1.23	F - 1.30	C - 1.04	D - 1.13	C - 0.89	C - 0.91



These tables illustrate level of service and V/C ratios for 2018 and 2050 traffic volumes. Again, V/C is volume divided by capacity. So as volume of traffic increases and capacity of the roadway stays constant then the V/C ratio will increase.

The lower half of each table are the intersections in the project corridor: Okmulgee Avenue, Arline Avenue, Border Avenue and Hancock Street.

Table 8 with 2018 traffic volumes shows good level of service and V/C ratios in the project corridor with minimal changes between the different options.

Table 9 with 2050 traffic volumes we start to see level of service issues with current and 4-lane configurations. The 6 and 7-lane options deviate from the 4-lane and offer much better performance for future traffic.



ACCESS REVIEW

THE SECTION BETWEEN BORDER AVENUE AND OKMULGEE AVENUE CONTAINS 29 DRIVEWAYS ON THE WEST SIDE AND 31 DRIVEWAYS ON THE EAST SIDE, APPROXIMATELY 1 DRIVEWAY EVERY 70 FEET.



The blue dots represent commercial or private driveway entrances. The section between Border Avenue and Okmulgee Avenue contains 29 driveways on the west side and 31 driveways on the east side, approximately 1 driveway every 70 feet

ACCESS REVIEW

THE SECTION BETWEEN OKMULGEE AVENUE AND SHAWNEE CONTAINS 18 DRIVEWAYS ON THE WEST SIDE AND 10 DRIVEWAYS ON THE EAST SIDE, APPROXIMATELY 1 DRIVEWAY EVERY 189 FEET. SOME OF THESE DRIVEWAYS ARE RESTRICTED BY THE CENTER MEDIAN. THE DRIVEWAY DENSITY FOR THE SECTION WITH THE TWO-WAY LEFT TURN LANE IS 1 DRIVEWAY EVERY 175 FEET.

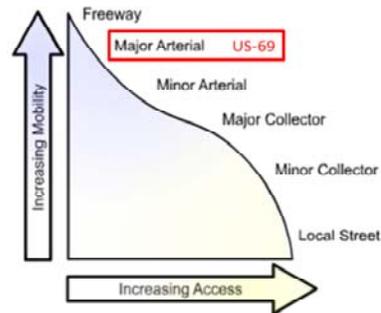


The section between Okmulgee Avenue and Shawnee contains 18 driveways on the west side and 10 driveways on the east side, approximately 1 driveway every 189 feet. Some of these driveways are restricted by the center median. The driveway density for the section with the two-way left turn lane is 1 driveway every 175 feet.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) ACCESS MANAGEMENT

ACCESS MANAGEMENT SHOULD ADDRESS:

- FACILITY HIERARCHY
- TRAFFIC SIGNAL SPACING
- TURNING & AUXILIARY LANES
- INTERSECTION/INTERCHANGE SPACING
- MEDIAN TREATMENTS/OPENINGS
- STREET CONNECTIONS
- DRIVEWAY SPACING



The Federal Highway Administration stipulates that access management should address facility hierarchy, traffic signal spacing, turning/auxiliary lanes, intersection/interchange spacing, median treatments or openings, street connections and driveway spacing.

The graphic illustrates facility hierarchy and associates that with increased mobility or increased access.

US-69 is categorized as a major arterial roadway.



CORRIDOR SAFETY

FACTS TO CONSIDER WHEN CHOOSING ALTERNATIVES REGARDING THE CORRIDOR FROM BORDER AVE. TO OKMULGEE AVE ARE AS FOLLOWS:

- AS ACCESS DENSITY INCREASES CRASH RATES INCREASE.
- ROADWAYS WITH NON-TRAVERSABLE MEDIANS ARE SAFER THAN UNDIVIDED ROADWAYS OR THOSE WITH CONTINUOUS TWO-WAY LEFT-TURN LANES (TWLTL) PER NCHRP REPORT 420, 1999 (TRANSPORTATION RESEARCH BOARD – NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM)
- HIGHWAY FACILITIES WITH NON-TRAVERSABLE MEDIANS HAD AN OVERALL ACCIDENT RATE OF 5.2 PER MILLION VEHICLES MILES TRAVELED (VMT) COMPARED WITH 7.3 PER MILLION VMT ON FACILITIES WITH TWLTLs. AVERAGE CRASH RATES ARE 30% LESS WITH MEDIAN.
- AS TRAFFIC VOLUMES RISE BEYOND 20,000 VEHICLES PER DAY, TWLTLs BEGIN TO DECREASE IN FUNCTIONALITY, RESULTING IN SAFETY PROBLEMS.



Facts to consider when choosing alternatives regarding the corridor from Border Avenue to Okmulgee Avenue are as follows:

- As access density increases crash rates increase.
- Roadways with non-traversable medians are safer than undivided roadways or those with continuous two-way left-turn lanes (TWLTL) per NCHRP Report 420, 1999 (Transportation Research Board – National Cooperative Highway Research Program)
- Highway facilities with non-traversable medians had an overall accident rate of 5.2 per million vehicles miles traveled (VMT) compared with 7.3 per million VMT on facilities with TWLTLs. Average crash rates are 30% less with median.
- As traffic volumes rise beyond 20,000 vehicles per day, TWLTLs begin to decrease in functionality, resulting in safety problems.

INTERSECTION IMPROVEMENTS OKMULGEE AVE & US-69



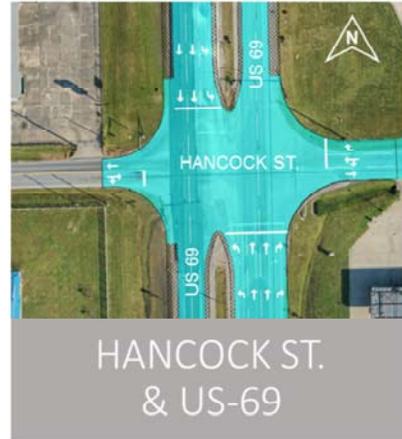
The construction project will end just south of the Okmulgee Avenue intersection. Physical improvements at this location will consist of extending the left bays for additional vehicle storage.

INTERSECTION IMPROVEMENTS ARLINE AVE. & US-69



Left turn lanes are already implemented at the Arline Avenue intersection. Improvements here will include sidewalks with wheelchair ramps at pedestrian crossings.

INTERSECTION IMPROVEMENTS BORDER AVE. & US-69, HANCOCK ST. & US-69

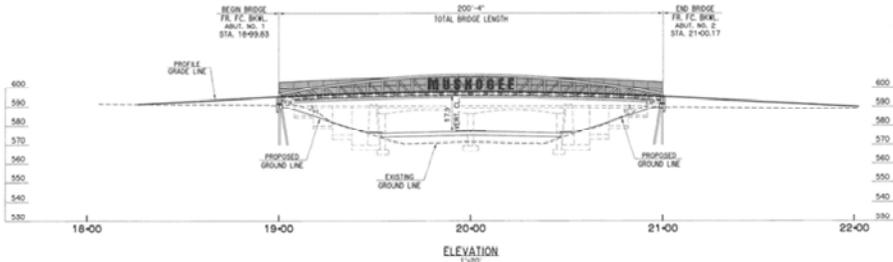


The Border Avenue intersection will receive left turn lanes in the east and west bound directions.

Hancock Street will receive a dedicated right turn lane in the west bound direction.

CENTENNIAL TRAIL OVERPASS BRIDGE

- "MUSKOGEE" SIGNAGE TO BE APPROVED BY CITY OF MUSKOGEE AND COMPLEMENT OTHER SIGNAGE THROUGHOUT CITY
- US-69 GRADE BEING RAISED APPROXIMATELY 5'.
- SECTION 4(F) NEEDS TO BE COMPLETED, TIMELINE TBD



The Centennial Trail Overpass Bridge will be replaced with a steel truss bridge with to compliment other recent aesthetic enhancements made by the city of Muskogee in recent years. Signage is to be approved by the city of Muskogee.

US-69 is being raised approximately 5' at the overpass to improve drainage.

Section 4(f) will need to be completed prior to construction.

CENTENNIAL TRAIL OVERPASS BRIDGE AESTHETICS



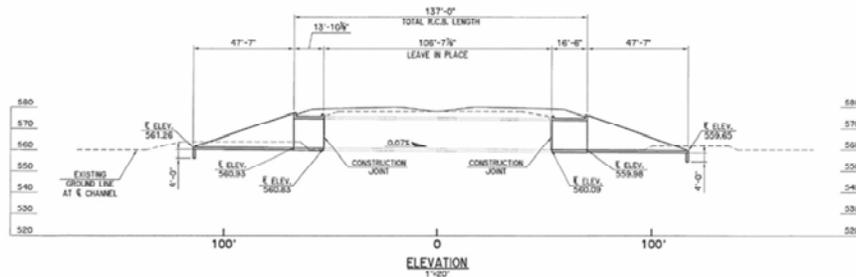
Keystone® Pedestrian Truss



The aesthetic design of the overpass will be the Keystone Pedestrian Truss from Contech Construction Products. This was selected by the city of Muskogee to compliment other features around town. The Keystone Pedestrian Truss also performs well on the long span needed to cross US-69.

COODY CREEK BRIDGE EXTENSION

- THE EXISTING STRUCTURE IS SOUND AND DOES NOT REQUIRE REPLACEMENT.
- THE SECTION OF ROADWAY IN THE VICINITY OF COODY HAS A NARROW MEDIAN THAT WILL BE WIDENED.
- THE VERTICAL GRADE WILL BE RAISED SLIGHTLY TO MAINTAIN MINIMUM COVER OVER THE BRIDGE.
- THIS WILL REQUIRE THE BRIDGE TO BE EXTENDED 13.8' LEFT AND 16.5' RIGHT.



The Coody Creek bridge is sound and does not require replacement; however, the new roadway will be slightly wider than existing requiring the structure to be extended on each end. The vertical grade of US-69 will be raised slightly to maintain minimum cover over the bridge.

CONSTRUCTION SEQUENCING



- A SMART WORKZONE WITH MESSAGE BOARDS WILL BE UTILIZED DURING CONSTRUCTION.
- THE ROADWAY PROJECT WILL CONSIST OF VARIOUS CONSTRUCTION PHASES.
- RESIDENTIAL & BUSINESS ACCESS DURING CONSTRUCTION WILL BE MAINTAINED BY SEQUENCING DRIVEWAY RECONSTRUCTION TO MINIMIZE DISTURBANCE.



The project will be sequenced in various construction phases. A smart workzone with message boards will be utilized to notify traffic. Residential and business access during construction will be maintained by sequencing driveway reconstruction to minimize disturbance.

Environmental Studies

Environmental Studies Were Completed in 2015 and Will Be Updated For:

- Cultural Resources (Historic and Archaeological)
 - 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).



ODOT will complete updated detailed environmental studies of the proposed improvement and will consult with the appropriate agencies for approval. Studies of cultural resources, waters and wetlands, threatened and endangered species, hazardous materials, floodplains assessment and traffic noise will be updated. Based on the results of these studies, additional commitments to avoid and/or minimize impacts to the environment will be added to the project. In order to authorize construction of the project, ODOT will complete a Documented Categorical Exclusion for Federal Highway Administration approval.

Environmental Studies

Cultural Resources (Section 106) completed in 2015 Resulted In:

- No effect on Historic Properties.
- The existing pedestrian bridge (built in 1952) was documented and was found to be sufficiently altered and not eligible for inclusion in the National Register of Historic Places.
- No previously recorded archaeological sites or Determination of Eligibility (DOE) sites.
- The study and report was provided to the State Historic Preservation Office and the State Archaeologist.
 - Both agencies agreed with the results that there is no effect on cultural resources.
- The following Tribes were consulted: Caddo Nation, Cherokee Nation, Kialegee Tribal Town, Muscogee Nation, Osage Nation, Thlopthlocco Tribal Town, United Keetoowah Band of Cherokees and Wichita & Affiliated Tribes.

These findings will be confirmed in the study update.



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

The existing pedestrian bridge, built in 1952, was documented and was found to be sufficiently altered and not eligible for inclusion in the National Register of Historic Places. No previously recorded archaeological sites or Determination of Eligibility (DOE) sites. The study and report was provided to the State Historic Preservation Office and the State Archaeologist and both agencies agreed with the results that there is no effect of cultural resources.

The following Tribes were consulted: Caddo Nation, Cherokee Nation, Kialegee Tribal Town, Muscogee Nation, Osage Nation, Thlopthlocco Tribal Town, United Keetoowah Band of Cherokees and Wichita & Affiliated Tribes.

These findings will be confirmed in the study update.

Environmental Studies

Threatened and Endangered Species Study - 2015

- Threatened and Endangered Species completed in 2015 found:
 - Impacts to the American Burying Beetle
 - Impacts to the Northern Long-eared Bat
- Migratory Birds

These findings will be confirmed in a biological study update



An updated biological study will be completed.

In 2015 impacts to American Burying Beetle and Northern long eared bat were found.

Migratory birds are protected by the federal Migratory Bird Treaty Act. Migratory birds were found to be nesting on transportation structures in 2015 and this will be confirmed in the study update.

Environmental Studies

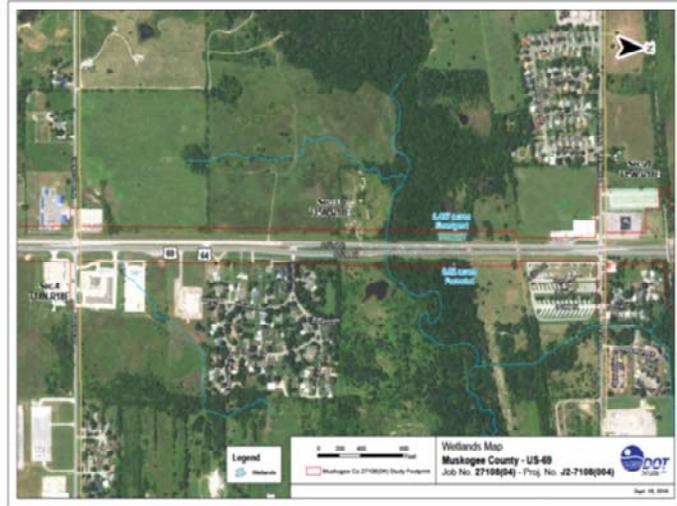
Waters and Wetlands

- Impacts to Waters and Wetlands will be coordinated with the US Army Corps of Engineers.
- The appropriate Clean Water Act Section 404 permit will be obtained for the project.
- Wetlands are located at Coody Creek and its Tributaries

Hazardous Materials

- No further action.

These findings will be confirmed in the study updates.



Impacts to waters and wetlands will occur at several streams and drainages within this segment. 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. Jurisdictional wetlands were identified in the project area at Coody Creek and its tributaries.

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 / groundwater pollution within or adjoining to the proposed project area to avoid or minimize project delays and escalated construction costs.

These findings will be confirmed in the study updates.

Environmental Studies

Noise Study will be updated

- Land use is described as developed land consisting of small businesses, motels, an RV Park with some residential lots, two (2) places-of-worship, a non-motorized foot/bicycle trail and single-family residential dwellings.
- Those considered as noise sensitive receivers include the hospital, residential dwellings, the places-of-worship, the RV Park, and the trail.



A noise study will be updated for the project. Land use is described as developed land consisting of small business, motels, an RV Park with some residential lots, two (2) places-of-worship, a non-motorized foot/bicycle trail and single-family residential dwellings.

Those considered as noise sensitive receivers include the hospital, residential dwellings, the places-of-worship, the RV Park, and the trail.

Environmental Studies

Section 4(F) will be completed for the Pedestrian Bridge

- The pedestrian bridge is part of the City owned Centennial Trail Path that is 7.3 miles long and extends into a city park - Love Hatbox Sports Complex.
- Due to the proposed impact to this recreational trail, Section 4(f) regulations of the U.S. Department of Transportation Act of 1966 apply to the project.
- Section 4(f) affords protection to publicly-owned recreation areas including city, state, and national parks, wildlife refuges and management areas, and historic sites.
- ODOT has coordinated with the City of Muskogee regarding the planned improvements and the City is supportive of these improvements.
 - Initial letter to City May of 2015
 - Response from City July of 2015



Section 4(F) will be completed for the Pedestrian Bridge. The pedestrian bridge is part of the City owned Centennial Trail Path that is 7.3 miles long and extends into a City Park - Love Hatbox Sports Complex.

Due to the proposed impact to this recreational trail, Section 4(f) regulations of the U.S. Department of Transportation Act of 1966 apply to the project.

Section 4(f) affords protection to publicly-owned recreation areas including city, state, and national parks, wildlife refuges and management areas and historic sites.

ODOT has coordinated with the City of Muskogee regarding the planned improvements and the City is supportive of these improvements.

Initial letter to City May of 2015

Response from City July of 2015

Environmental Studies

Section 4(F) will be completed for the Pedestrian Bridge

- It has been confirmed that no Land and Water Conservation Funds were used for the bridge.
- In order to complete Section 4(f)
 - 30-day public notice
 - Written concurrence from City
- The Centennial Trail is being constructed as a shared use path (bicycles and pedestrians) and will meet all Americans with Disabilities Act (ADA) pedestrian requirements.
- In order to construct the new structure, the trail will need to be closed during construction for approximately three months. Incentives will be offered to the contractor to reduce that time.



It has been confirmed that no Land and Water Conservation Funds were used for the Bridge.

In order to complete Section 4(f)

30-day public notice

Written concurrence from City

The Centennial Trail is being constructed as a shared use path (bicycles and pedestrians) and will meet all American Disability Act (ADA) pedestrian requirements.

In order to construct the new structure, the trail will need to be closed during construction for approximately three months. Incentives will be offered to the contractor to reduce that time.

US-69 ALTERNATIVES MATRIX

	No Build	Option 1 (1-Lane)	Option 2 (2-Lane)	Option 3 (3-Lane)
New Right of Way Required (Acres)	0	0.937 (Permanent) 4.73 (Temp. Perm. & PUE*)	0.937 (Permanent) 4.73 (Temp. Perm. & PUE)	0.936 (Permanent) 3.06 (Temp. Perm. & PUE)
Historic Properties	None	None	None	None
Archaeological Sites	None	None	None	None
Cemeteries	None	None	None	None
UST Sites within Proposed ROW	None	1 UST Site, PODOU	1 UST Site, PODOU	2 UST Sites, Closed
LUST Sites 100ft of Proposed ROW	None	2 LUST Sites, Closed	2 LUST Sites, Closed	None
Oil and Gas Wells	None	None	None	None
309d Impaired Streams (Linear Ft)**	0	277.5 (Perm R/W) 498.2 (Temp & Perm R/W)	277.5 (Perm R/W) 498.2 (Temp & Perm R/W)	277.5 (Perm R/W) 498.2 (Temp & Perm R/W)
Potential Wetlands (Acres)	0	0.559 (Perm R/W) 0.78 (Temp & Perm R/W)	0.559 (Perm R/W) 0.78 (Temp & Perm R/W)	0.559 (Perm R/W) 0.78 (Temp & Perm R/W)
Blue Line Streams (Linear Ft)	0	381.7 (Perm R/W) 602.4 (Temp & Perm R/W)	381.7 (Perm R/W) 602.4 (Temp & Perm R/W)	381.7 (Perm R/W) 602.4 (Temp & Perm R/W)
Threatened & Endangered Species	Same	Same	Same	Same
Critical Habitat	None	None	None	None
Migratory Birds	Same	Same	Same	Same
Floodplains (Acres)	0	2.0 (Perm R/W) 3.05 (Temp & Perm R/W)	2.0 (Perm R/W) 3.05 (Temp & Perm R/W)	2.0 (Perm R/W) 3.05 (Temp & Perm R/W)
Tribal Property	None	None	None	None
Section 4(f) Confidential Trail (Linear Ft)	0	795.2	795.2	795.2
Section 4(f) Public Parks / Refuges	None	None	None	None
Noise	No Change	Same	Same	Same
Residential/Building Impacts	None	1 Impact but can be avoided w/design exception	1 Impact but can be avoided w/design exception	1 Impact but can be avoided w/design exception
Level of Service	No Change	Best, increased capacity w/ reduced delays	Increased capacity with higher crash rates	Poor, no change
Non-Traversable Median	Yes	Yes	No	Yes
No Median (TWLTL)	No	No	Yes	No
Total Costs (\$Millions)	\$0	\$35.926	\$55.607	\$27.277

Sources: Oklahoma Corporation Commission, EPA, ODEQ, USGS, USFWS, FEMA, Reconnaissance Report, and HUB survey.
 *Permanent Utility Easement (PUE)
 **Waterbody: Coody Creek. Cause of impairment: Enterococcus Bacteria, Escherichia Coli (E. Coli).



The US-69 Alternative Matrix outlines the differences between each option.

Right-of-way and environmental impacts are very similar for each option.

NEXT STEP

- STAKEHOLDER MEETING (NOVEMBER 2020)
- VIRTUAL OPEN HOUSE (DECEMBER 2020)
- SELECT PREFERRED ALTERNATIVE
- RIGHT-OF-WAY PLANS (SUMMER 2021)
- COMPLETE ENVIRONMENTAL (TBD)
- RIGHT-OF-WAY ACQUISITION (SUMMER 2022)
- UTILITY RELOCATION (FOLLOWING R-O-W ACQUISITION)
- CONSTRUCTION (SUMMER 2024)



Next Step & Schedule:

This slide shows the next steps for the project. We ask that you submit your comments by January 4, 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 summer of 2022.

Currently, construction of the project is anticipated to begin in summer of 2024.

 **Thank You!**

Thank You for Participating in ODOT's Virtual Open House

- **Please visit other areas of the website for more information.**
 - **Interactive Map** - view the design on an aerial photograph, zoom in & out, find your property, etc.
 - **Right-of-Way Acquisition** - information for right-of-way acquisition & relocations
 - **Environmental Studies** - more information about the studies and environmental commitments
 - **Frequently Asked Questions** - for 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

The best way to leave a comment or ask a question is to submit a written comment at the "Submit a Comment" page, or via email environment@odot.org

For more information on this project call (405) 521-3050

 **OKLAHOMA**
Transportation

Please go to www.odot.org/US69MUSKOGEE for more information.

Thank you for participating! Please visit the other areas of this website for more information. This concludes the presentation portion of the Virtual Open House.

Frequently Asked Questions

US-69 from 0.48 miles north of US-64 East, extending north 2.5 miles in City of Muskogee Muskogee County, Job Piece # 27108(04)

Will this project construct a bypass of Muskogee?

No, based on public feedback, ODOT and FHWA refocused attention on updating the existing US-69 corridor and tasked a consultant to look at alternatives to improve the existing US-69 facility through Muskogee in early 2020.

Why spend money to reconstruct the US-69 roadway?

The roadway is worn out. To maintain a drivable surface, ODOT must patch, mill and re-surface the US-69 roadway frequently through Muskogee. This is expensive and causes driver delay due to maintenance and construction. This project is needed to reduce the maintenance requirements and provide a new subgrade and roadway surface that will last 20-25 years. A new subgrade and surface will be more durable with the daily truck traffic.

When will ODOT select a preferred alternative?

Once ODOT has received and reviewed all the comments from the virtual open house meeting a preferred alternative will be selected.

What will the pedestrian bridge look like?

ODOT will work with the City of Muskogee to provide signage on the new pedestrian bridge. The new structure will be designed specifically for bicycle and pedestrian traffic. The new pedestrian bridge will be 12 feet wide in width and connect to the existing 10-foot-wide asphalt path. The bridge will be about 5 feet higher than the existing structure. The replacement of this structure allows for more room to accommodate the roadway improvements on US-69 and will improve drainage on the roadway. To construct the

new bridge structure, the trail will need to be closed during construction for approximately three months. You can see a graphic of it in the presentation.

What is the difference between the six and seven lane option on crash data?

Average crash rates are 30% less with a median (based on Transportation Research Board report) versus a turning lane. The open turning lane and the existing driveway density would cause increased crash rates due to turning movements.

How will I know if ODOT plans to acquire some of my property?

There will be little permanent new right-of-way required for any of the alternatives. Although utility and construction easements will be needed in some areas. The proposed right-of-way is preliminary and will be refined as the design and construction plans are developed. If your property will be affected, an ODOT- authorized agent will contact you in the future. It is anticipated that right-of-way acquisition for this project will begin in summer of 2022, although this schedule is dependent on funding and subject to change.

What is the process if ODOT needs some of my property? What if ODOT needs to buy my house or business?

ODOT will obtain an independent appraisal and present a fair market value offer for your property. Owners of affected homes or business will be provided with additional relocation assistance.

What if ODOT needs temporary access for construction or a maintenance easement?

Sometimes ODOT will need temporary access or an easement to maintain the highway and drainage structures. Owners will be compensated for temporary right-of-way and for maintenance easements. In these cases, you will maintain ownership of the property. If your property will be affected, an ODOT-authorized agent will contact you.

When will ODOT start buying property?

Right-of-way acquisition for this project is anticipated to start in Summer of 2022. However, the schedule is dependent on funding and subject to change.

When is construction scheduled to begin?

Construction is anticipated to begin in Summer of 2024. However, the schedule is dependent on funding and subject to change.

How will the project be built?

US-69 will remain open during construction and phased construction will be utilized to maintain traffic. One lane of traffic in each direction will be maintained throughout construction. Although to build the new pedestrian bridge a shoo-fly detour will be required. [\(add link to presentation to phasing\)](#)

Will there be access to my home and property during construction?

Yes, access to homes, businesses, and property adjacent to the project will be maintained during all phases of construction. In some cases, temporary drives may be required until permanent drives can be restored.

The existing and future traffic numbers should be higher?

Traffic counts are taken every two years on state highways. The existing traffic numbers reflect the current condition. The future traffic numbers are projected based on a multiplier based upon area.

Annual average daily traffic (AADT) is a measure used primarily in transportation engineering. Traditionally, it is the total volume of vehicle traffic of a highway or road for a year divided by 365 days. Therefore, there are days when there is more traffic, but this is an average. AADT is a simple, but useful, measurement of how busy the road is.

Will noise walls be included in the project?

When the design is further along ODOT will conduct a Traffic Noise Study according to Federal Highway Administration (FHWA) and ODOT policies and procedures using FHWA Traffic Noise Model version 2.5. This study will identify any anticipated noise impacts and the feasibility and reasonableness of noise walls, if necessary. However, due to the multiple access points along US-69, it is unlikely that noise walls would be able to be constructed and still maintain access to side streets and driveways.

APPENDIX C

CITIZEN WRITTEN COMMENTS



OKLAHOMA
Transportation

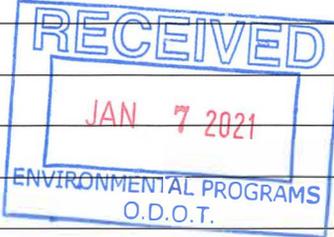
US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

(Please print clearly)

Name: <u>Leta Brown</u>		Business / Organization: <u>N/A</u>	
Address: <u>1311 So. 39th Pl. Apt 99</u>		City: <u>Muskogee</u>	State: <u>OK</u> Zip Code: <u>74401</u>
Phone Number: <u>918-310-3422</u>		Email Address:	
<p>"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County</p> <p><u>Not only those areas are in need of improvement as other roads in the inner areas need improvements as well. Meadow Brooks Apartment off of Border Ave.</u></p>			
<p>comment 1a</p>			



Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email:
environment@odot.org

On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

(Please print clearly)

Name: David McKee		Business / Organization:	
Address: 2729 Arline St		City: Muskogee	State: Zip Code: OK 74401
Phone Number: 918-840-4649		Email Address:	
<p>"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County</p> <p>I would like to see Hwy 69 updated and have a lane to drive on. would be safer for all of us that live in the area. figure 2 would be my preference</p> <p>comment 2a</p>			

Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email:
environment@odot.org

On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

(Please print clearly)

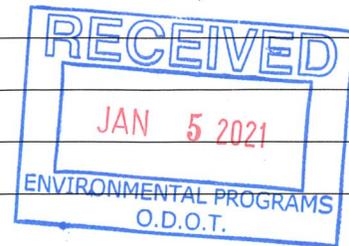
Name:	Business / Organization:		
	Sai Mira LLC		
Address:	City:	State:	Zip Code:
	407 S. 32nd St Muskogee	OK	74401
Phone Number:	Email Address:		
	naik.pj@gmail.com		

"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County

We proposed

Figure 3: Option 2 - Construction of 7-lane curb & gutter with continuous two-way left turn lane to US-69 in Muskogee in Muskogee County.

comment 3a



Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email:
environment@odot.org

On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

(Please print clearly)

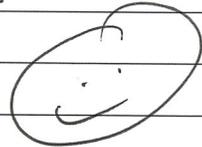
Name: Joy Gandhi	Business / Organization: Travel inn		
Address: 321, South 32 MD	City:	State:	Zip Code:
Phone Number: 918. 348. 6896	Email Address:		

"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County

Option 2, Figure (3)

comment 4a

Thanks.



Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email:
environment@odot.org

On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

(Please print clearly)

Name: DR. JOHN DUANE CROTTY		Business / Organization: RETIRED DOCTOR	
Address: 2421 E. COBURN CIRCLE		City: MUSKOGEE	State: Zip Code: OK 74401
Phone Number: 918-682-9760		Email Address: NONE	

"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County

I FAVOR FIGURE 3: OPTION 2



comments 5a

Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email:
environment@odot.org

On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES NORTH OF US-64 EAST (NEAR HADDOCK DRIVE), EXTENDING NORTH 2.5 MILES TO JUST SOUTH OF OKMULGEE AVENUE IN CITY OF MUSKOGEE, MUSKOGEE COUNTY, JOB PIECE # 27108(04), STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

(Please print clearly)

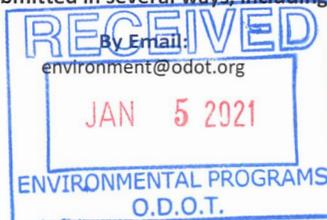
Name: MIKE HOBBS		Business / Organization: APARTMENT MANAGER	
Address: 3028 ARLINE APT. 201		City: MUSKOGEE	State: OK
		Zip Code: 74401	
Phone Number: 918-352-1822		Email Address:	

"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County

THE CURRENT HIGHWAY DESIGN DOES NOT SERVE THE NEEDS of a GROWING CITY. THERE ARE NO SIDEWALKS, CROSSWALKS or TURN LANES. PEOPLE are FORCED TO WALK and OPERATE THERE WHEEL CHAIR in the STREET BECAUSE of LACK of SIDEWALKS. THERE are JUST a FEW BREAKS in the CENTER MEDIA and NONE HAVE CROSWALKS. ANY BUSINESS or STREET on THE LEFT SIDE of YOU CAN ONLY be ACCESD BY GOING WAY DOWN The ROAD and MAKE A U-TURN and BACKTRACK. THE SHRUBS and GRASS in the MEDIA NOT GOOD.

Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105



On the Web:
www.odot.org/publicmeetings



comment 6a

Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.

THE GRASS AND SHRUBS in THE CENTER MEDIA are NOT TAKEN CARE of PROPERLY and always LOOK SHAGGY and NEGLECTED.

I DONT KNOW WHY ANY BODY WOULD THINK ANY CHOICE OTHER THAN FIGURE 3, OPTION 2. THIS WOULD SAVE on MAINTANCE COST and GAS of RESIDENCE NOT always going DOWN and MAKE A U-TURN EVERY TIME YOU GO SOMEWHERE.

I LIVE on ARLINE only 100ft EAST of HIGHWAY AND SEE LOTS and LOTS of People in wheel chairs and WALKING in THE HIGHWAY.

MAKE THE CORRECT CHOICE
FIGURE 3 - OPTION 2 - 7 LANE HIGHWAY

comment 6b, 6c

Mike Hall



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

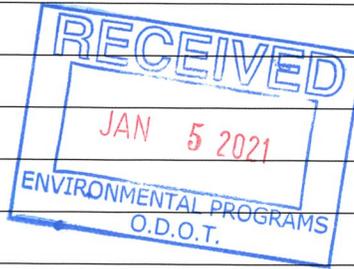
(Please print clearly)

Name:		Business / Organization:	
Address:		City:	State: Zip Code:
Phone Number:		Email Address:	

"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County

I like the proposal of figure 2, option 1

comment 7a



Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email:
environment@odot.org

On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES NORTH OF US-64 EAST (NEAR HADDOCK DRIVE), EXTENDING NORTH 2.5 MILES TO JUST SOUTH OF OKMULGEE AVENUE IN CITY OF MUSKOGEE, MUSKOGEE COUNTY, JOB PIECE # 27108(04), STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

(Please print clearly)

Name: Joy Gandhi		Business / Organization: Travel Inn	
Address: 321, S. 32 ND St.		City: Muskogee	State: OK Zip Code: 74401
Phone Number: 918-682-7558		Email Address:	
"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County			
Option 2 . Figure 3			
comment 8a			

Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email:
environment@odot.org

On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

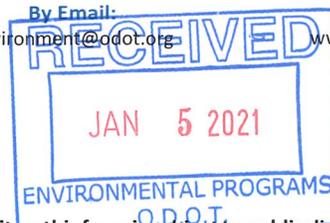
(Please print clearly)

Name: <i>Bhagirath Jinwala</i>		Business / Organization: <i>Catalina Motel</i>	
Address: <i>540 S32nd St;</i>		City: <i>Muskogee</i>	State: Zip Code: <i>OK 74401</i>
Phone Number: <i>973-769-1140</i>		Email Address: <i>bhagirathjinwala@yahoo.com</i>	
"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County			
<i>I like Figure 3 (OPTION 2) because there are more opportunities with it. If this goes through the traffic flow will be better. The cars won't have to go make a "left" turn enter a business - Cars that are turning won't interrupt traffic flow.</i>			
<i>comment 9a</i>			

Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email: environment@odot.org **On the Web:** www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.

- ① lanes, ② inside and outside shoulders, ③ curb, ④ gutter, ⑤ medians or 2-way left turn lane (as applicable), and ⑥ sidewalk, for each of the 3 ~~proposed~~ proposed options?

This will allow property owners such as us to better gauge what impacts the new ~~prop~~ construction will have on our respective properties.

Many thanks, and we look forward to hearing from you.

comments 10a and 10b



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

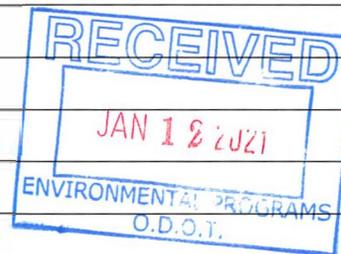
(Please print clearly)

Name: RICKY D UPTON		Business / Organization: RETIRO	
Address: 2707 ESTELLE AVE.		City: MUSKOGEE	State: Zip Code: OK 74401
Phone Number: 918-682-9751		Email Address:	

"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County

I HAVE CHOSEN FIG 3 BECAUSE OF TRUCK AND TRAFFIC LIGHTS.

comment 11a



Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email:
environment@odot.org

On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.



OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional (Please print clearly)

Name: <i>James G. Dixon</i>		Business / Organization: <i>ODOT (Retired)</i>	
Address: <i>4204 Eagle Crest Dr.</i>		City: <i>Muskogee</i>	State: <i>OKLA</i>
Phone Number: <i>(918) 687-3155</i>		Zip Code: <i>74401</i>	
Email Address:			
<p style="text-align: center;">"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County"</p> <p><i>For the record: The west Bypass should be built with three connecting roads into Muskogee!!!</i></p> <p style="text-align: center;">comments 12a</p> <p><i>Proposed Improvements: It appears option 1 will be the safest and will provide the best level of service for the existing mix of traffic offset left turn bays and constructed with 12" reinforced concrete.</i></p> <p style="text-align: center;">comment 12b (over)</p>			

Comments on this project can be submitted in several ways, including but not limited to:

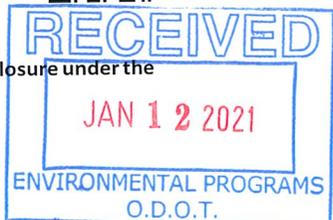
By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105

By Email:
environment@odot.org

On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.





OKLAHOMA
Transportation

US-69 THRU CITY OF MUSKOGEE
US-69 ROADWAY IMPROVEMENTS FROM 0.48 MILES
NORTH OF US-64 EAST (NEAR HADDOCK DRIVE),
EXTENDING NORTH 2.5 MILES TO JUST SOUTH
OF OKMULGEE AVENUE IN CITY OF MUSKOGEE,
MUSKOGEE COUNTY, JOB PIECE # 27108(04),
STATE PROJECT # J2-7108(004)

PLEASE SUBMIT YOUR COMMENTS BY: 1/4/2021

Personal information is optional

(Please print clearly)

Name: Paul S. D. Berg		Business / Organization: O Denny Boy Chick	
Address: 500 The Mark Lane #2901		City: San Diego	State: Ca
Phone Number: (619) 795-1800		Zip Code: 92101	
Email Address: PSYBERG@DORIANBERG.COM			
<p>"I have the following comment(s) and/or question(s) about the proposed improvements to US-69 in Muskogee in Muskogee County</p>			
<p>I am 85 years old + difficult to travel long distances (Calif to OK). I am worried about impact to my property and its tenant. The little income I get from this is important to me. I am only asking @ for as little impact on property + tenant as possible and @ as much reasonable compensation as is possible.</p> <p style="text-align: center;">comment 14a</p>			
<p>As to options, I vote for the one to have the least negative effect on ingress + egress as possible.</p> <p>I believe that would be Option 2</p> <p style="text-align: center;">comment 14b</p>			

Comments on this project can be submitted in several ways, including but not limited to:

By US Mail Using Pre-Paid Envelope Provided:
OKLAHOMA DEPARTMENT OF TRANSPORTATION
Environmental Programs Division
200 N.E. 21st Street
Oklahoma City, OK 73105



On the Web:
www.odot.org/publicmeetings



Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.

APPENDIX D

AGENCY SOLICITATION LETTER & LIST

December 16, 2020

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

RE: Solicitation for US-69 roadway improvements from (Haddock Drive) 0.48 miles north of US-64 East (Peak Blvd), extending north 2.5 miles (Okmulgee Avenue) in City of Muskogee, Muskogee County, Job Piece # 27108(04), State Project # J2-7108(004).

Dear Mr. Streater:

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is soliciting comments to improve US-69 from 0.48 miles north of US-64 East (Peak Boulevard), extending north 2.5 miles within the City of Muskogee. Please see the enclosed figures which depict the areas associated with the improvements to US-69 in the City of Muskogee.

ODOT has tasked a Consultant to develop alternatives for correcting the roadway deficiencies while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints. The purpose and need for this project is to provide operational improvements, including improvements to a pedestrian bridge (abandoned railroad overpass), extension of an existing bridge over Coody Creek, and reconstruction of the existing pavement. The existing US-69 highway is a primary commuter and truck route, and the proposed project is a continuation of ODOT's commitment to safety and operational efficiency.

Due to ongoing concerns about COVID-19, a Virtual Public Open House will be held from December 18, 2020 to January 4, 2021 at www.odot.org/US69Muskogee. The virtual public open house will present the design alternatives for the project and allow the public to submit input. Results of environmental studies conducted in 2015 for the project will also be available, although updated studies will be completed once a preferred alignment is selected.

To allow adequate time for evaluation of your comments, we would appreciate receiving your response by **January 4, 2021**. Your written comments may be submitted on the Virtual Public Open House website or in writing to the Environmental Programs Division Engineer, Oklahoma Department of Transportation, 200 NE 21st Street, Oklahoma City, OK 73105, or email to environment@odot.org.

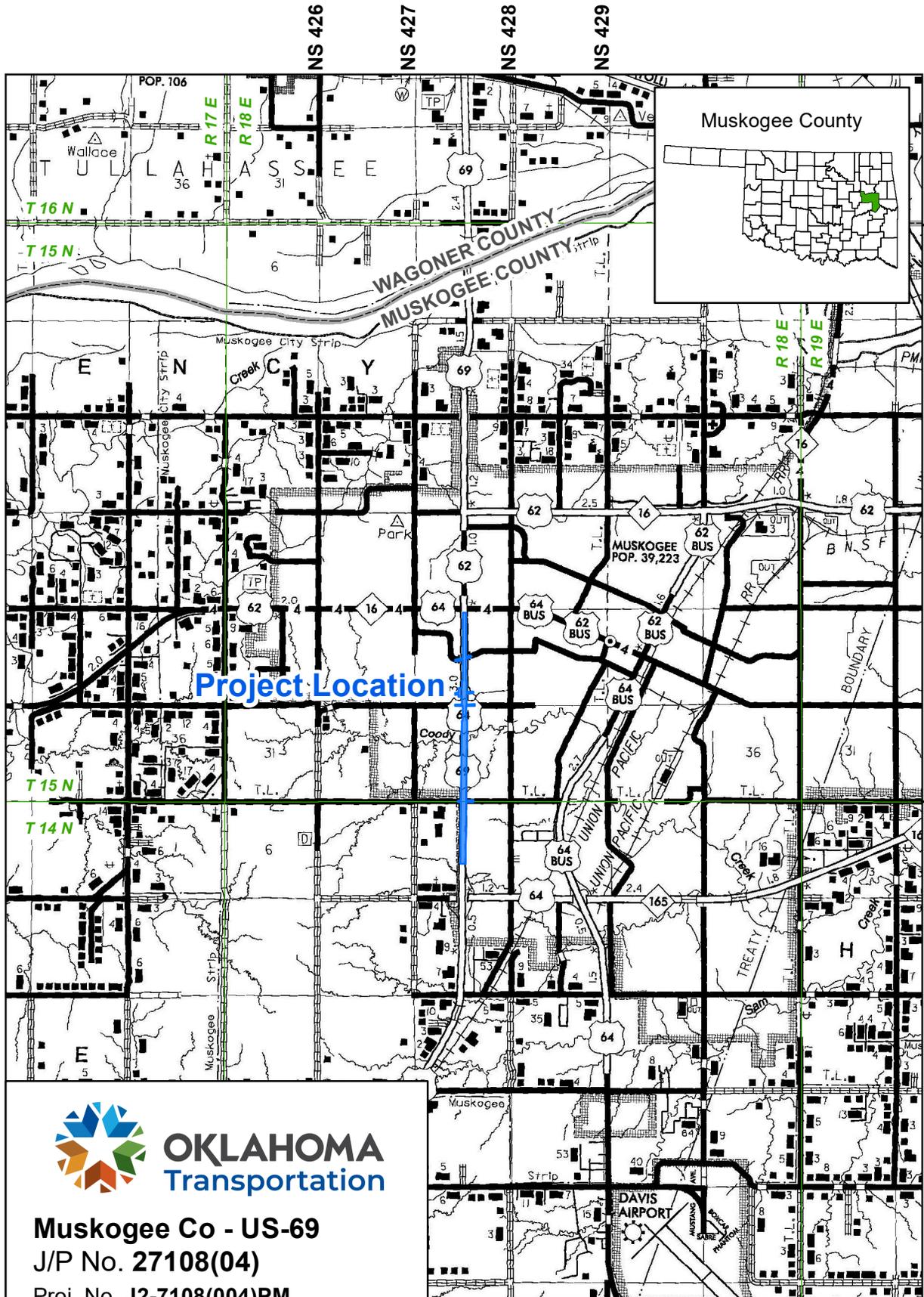
Should you have any questions regarding the project, please contact our consultant Ms. Jennifer Koscelny, Able Consulting, LLC, at (918) 272-4282, jkoscelny@ableconsulting.net.

Sincerely,



Siv Sundaram, P.E.
Environmental Programs Division Engineer
SS/KK/Able
Copy: Rhonda Fair, ODOT Tribal Liaison
Enclosures: Location & Study Area Maps

"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."



OKLAHOMA
Transportation

Muskogee Co - US-69

J/P No. 27108(04)

Proj. No. J2-7108(004)PM

Location Map

December 15, 2020

US-69: from (Haddock Drive) 0.48 miles north of US-64 East (Peak Blvd), extending north 2.5 miles (Okmulgee Avenue) in City of Muskogee.

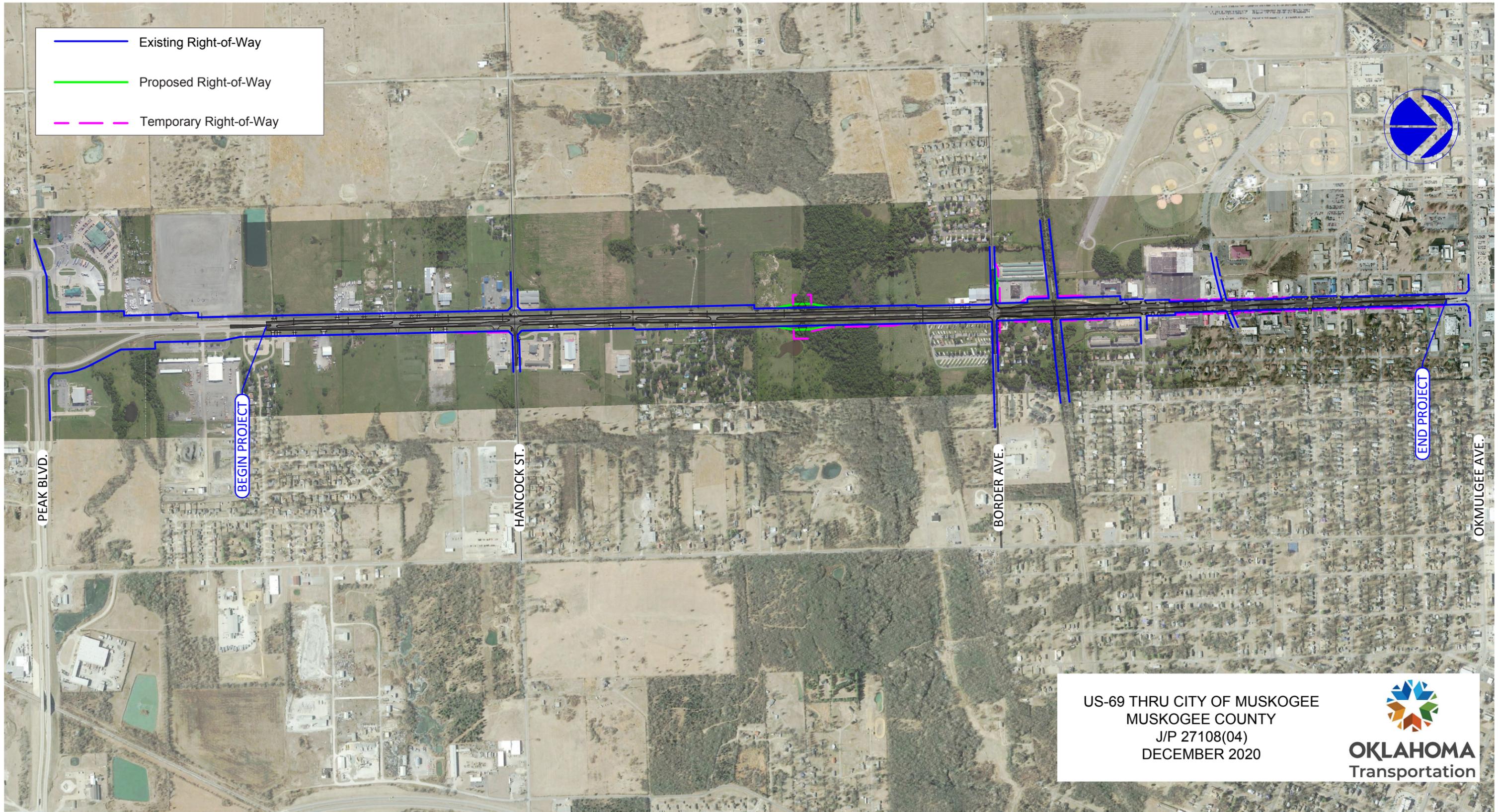
R 17 E

R 18 E

R 19 E

US-69 THRU CITY OF MUSKOGEE

US-69 roadway improvements from 0.48 miles north of US-64 East (near Haddock Drive), extending north 2.5 miles to just south of Okmulgee Avenue in City of Muskogee, Muskogee County, Job Piece # 27108(04), State Project # J2-7108(004)



Ms. Carolyn Russell
Realty Specialist - Oklahoma Field Office
Bureau of Land Management
201 Stephenson Parkway, Suite 1200
Norman, OK 73072-2037

Captain Mehran Massoudie
Regional Health Administrator
Health & Human Services Region 6
1301 Young Street, Ste.124
Dallas, TX 75202

Mr. Andrew Commer
Regulatory Branch Chief
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, OK 74137-4290

Colonel Scott Preston
Commander & District Engineer
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, OK 74137-4290

Mr. Steve Nolen
PER Division
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, OK 74137-4290

Mr. Greg Estep
Chief - Hydraulics & Hydrology Branch
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, OK 74137-4290

Mr. Scott Henderson
Chief - Water Management
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, OK 74137-4290

Ms. Michelle Lay
Chief - Civil Design Section
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, OK 74137-4290

Mr. David Blackmore
Engineering Branch
Tulsa District Corps of Engineers
2488 E. 81st Street
Tulsa, OK 74137-4290

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

Mr. George Carman
County Executive Director
Natural Resources Conservation Service
3001 Azalea Park Dr, Suite 2
Muskogee, OK 74401

Ms. Sharon Gordon-Ribeiro

U.S. Housing & Urban Development
301 W. 6th Street, Suite 200
Oklahoma City, OK 73102

Via email: IMRextrev@nps.gov

Mr. Steve Spencer
Regional Environmental Officer
U.S. Department of the Interior
1001 Indian School NW, Suite 348
Albuquerque, NM 87104

Mr. Grayson Ardies, Director
Oklahoma Aeronautics Commission
110 N. Robinson, Suite 200
Oklahoma City, OK 73102

Via email: brad.ice@occ.ok.gov

Via email: envreviews@deq.ok.gov

Mr. Sean Kouplen
Sec. of Commerce and Workforce Dept.
900 North Stiles
Oklahoma City, OK 73104

Mr. Matt Pinnell
Oklahoma Department of Commerce
900 North Stiles
Oklahoma City, OK 73104

Mr. J.D. Strong, Director
Department of Wildlife Conservation
P.O. Box 53465
Oklahoma City, OK 73152

Mr. Trey Lam, Executive Director
Oklahoma Conservation Commission
2800 North Lincoln Blvd., Ste. 160
Oklahoma City, OK 73105

Commissioner Blayne Arthur
Department of Agriculture
P.O. Box 54298
Oklahoma City, OK 73105-4298

Ms. Julie Cunningham, Director
Oklahoma Water Resources Board
3800 North Classen
Oklahoma City, OK 73118

Dr. David Brown, Director
Oklahoma Geological Survey
100 East Boyd, Room N-131
Norman, OK 73019-0628

Ms. Joy Hofmeister, State Superintendent
State Department of Education
2500 North Lincoln Blvd., Rm. 121
Oklahoma City, OK 73105-4599

Ms. Kristina S. Marek, Director
OK Tourism & Recreation Department
123 Robert S. Kerr, Suite 900
Oklahoma City, OK 73102

Chairperson Tamara Francis
Caddo Nation
P.O. Box 487
Binger, OK 73009

Principal Chief Bill John Baker
Cherokee Nation
P.O. Box 948
Tahlequah, OK 74465

Mekko Jeremiah Hobia
Kialegee Tribal Town
P.O. Box 332
Wetumka, OK 74883

Principal Chief James Floyd
Muscogee (Creek) Nation
P.O. Box 580
Okmulgee, OK 74447

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

Mekko Ryan Morrow
Thlopthlocco Tribal Town
P.O. Box 188
Okemah, OK 74859-0188

Chairperson Russell Martin
Tonkawa Tribe Of Oklahoma
1 Rush Buffalo Road / P.O. Box 70
Tonkawa, OK 74653

Chief Joe Bunch
United Keetoowah Band Of Cherokee
Indians In Oklahoma
P.O. Box 746
Tahlequah, OK 74465

President Terri Parton
Wichita And Affiliated Tribes
P.O. Box 729
Anadarko, OK 73005

Ms. Lynda Ozan
Deputy Historic Preservation Officer
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105-7917

Dr. Kary Stackelbeck
Oklahoma State Archeologist
111 East Chesapeake, Building 134
Norman, OK 73019-5111

APPENDIX E

AGENCY WRITTEN RESPONSES

December 21, 2020

Siv Sundaram, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 Northeast 21st Street
Oklahoma City, OK 73105-3204

Re: Solicitation for US-69 roadway improvements from (Haddock Drive) 0.48 miles north of US-64 East (Peak Blvd), extending north 2.5 miles (Okmulgee Avenue) in City of Muskogee, Muskogee County, Job Piece# 27108(04), State Project# J2-7108(004).

Dear Ms. Sundaram,

This is in reference to your December 16, 2020 letter concerning the US-69 roadway improvements in Muskogee, OK Job Piece# 27108(04), State Project# J2-7108(004). The Commission would like to draw your attention to the CFR Title 14 Part 77.9, which states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- any construction or alteration exceeding 200 ft above ground level
- any construction or alteration:
 - within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft
 - within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft
 - within 5,000 ft of a public use heliport which exceeds a 25:1 surface
- any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
- when requested by the FAA
- any construction or alteration located on a public use airport or heliport regardless of height or location

Based on the limited information provided in your letter and our cursory review, the potential project **does not** appear to pose a hazard to the safe and efficient use of navigable airspace. However, sometimes the most critical items affecting navigable

airspace can be construction equipment (cranes, etc.), light poles and fixtures. Because of this, the Commission recommends that you use FAA's notice criteria tool (at the web address given below) to determine if a 7460-1 form needs to be filed with the FAA.

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

If a 7460-1 form is required for any permanent structure with this project please inform the Commission as soon as possible. You could be required to file a tall structure permit, under the rules of the Aircraft Pilot and Passenger Protection Act, with the Commission. Should you have any questions in the matter, please do not hesitate to contact me at tgalloway@oac.ok.gov or (405) 604-6904.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas Galloway". The signature is written in a cursive style with a large initial "T".

Thomas Galloway, C.M.
Aviation Program Manager
Oklahoma Aeronautics Commission

From: Jon Roberts <Jon.Roberts@deq.ok.gov> on behalf of DEQ EnvReviews
<EnvReviews@deq.ok.gov>
Sent: Tuesday, December 29, 2020 9:53 AM
To: ODOTWeb-environment
Cc: jkoscelny@ableconsulting.net
Subject: Environmental Impact Review

Dear Ms. Sundaram:

In response to your request, we have completed a general environmental impact review for the project listed below.

Project

Letter dated December 16, 2020 – US Hwy 69 Improvements from Haddock Drive to Okmulgee Avenue, Job Piece No. 27108(04), Project No. J2-7108(004), City of Muskogee, Muskogee County, OK [35.740, -95.402]

Comments

No adverse environmental impacts under DEQ jurisdiction are anticipated; however, please be aware of the following regulatory requirements.

A. Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater. If you need assistance, please contact DEQ's Stormwater Unit at (405) 702-6100.

B. It is unclear if water and wastewater utilities will need to be relocated as part of this project. Water and wastewater infrastructure projects that will require a construction permit from DEQ's Water Quality Division include the following:

- Construction of new water and wastewater treatment facilities;
- Modifications and upgrades to existing facilities;
- Construction of new water distribution and wastewater collection lines;
- Relocation of existing water distribution and wastewater collection lines.

Projects that do not require a construction permit include:

- Replacement of existing equipment with same type and size equipment;
- Replacement of existing water and wastewater lines with the same size line in the same location.

Please contact DEQ's Water Quality Division (Construction Permitting Section) if you have specific questions about these projects or need further clarification. Rocky Chen is the Manager of this section and can be reached at (405) 702-8140 or rocky.chen@deq.ok.gov.

Additionally, as you assess environmental risks posed by the project, please refer to DEQ Land Protection GIS data layers available for download at <https://deq.maps.arcgis.com/home/index.html>.

Additional recommendations to consider may be found at <https://go.usa.gov/xf96W>.

Thank you for the opportunity to provide our comments. If you have any questions or need clarification, please contact me.

Regards,

Jon A. Roberts, Senior Manager
Oklahoma Department of Environmental Quality
Office of External Affairs
P. O. Box 1677
707 N. Robinson Ave.
Oklahoma City, OK 73101-1677
Ph: (405) 702-7111



IN REPLY REFER TO:

United States Department of the Interior
BUREAU OF INDIAN AFFAIRS

Eastern Oklahoma Region
Eastern Oklahoma Regional Office
P.O. Box 8002
Muskogee, OK 74402-8002

Division of Environmental and
Cultural Resources Management

JAN 04 2021

Ms. Siv Sundaram, P.E.
Environmental Programs Division Engineer
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Dear Ms. Sundaram:

On December 30, 2020, the Bureau of Indian Affairs (BIA), Eastern Oklahoma Regional Office, received solicitation for information or comments from the Oklahoma Department of Transportation (ODOT), concerning US-69 roadway improvements from 0.48 miles north of US-64 East, extending north 2.5 miles in the City of Muskogee, Muskogee County. This office has no comments regarding the project at this time.

Five Federally recognized Tribes have been provided the notice by copy of this letter. As the Tribes may have environmental and/or cultural resources concerns relating to this action, it is recommended that ODOT coordinate directly with the Tribes on any of their concerns. The contact addresses are enclosed.

If additional information is required, please contact Mr. Mosby Halterman, Division Chief, Division of Environmental and Cultural Resources Management, at (918) 781-4660.

Respectfully,

Regional Director

Enclosure

cc: Muskogee (Creek) Nation, Osage Nation
Alabama-Quassarte Tribal Town,
Kialegee Tribal Town, Thlopthlocco Tribal Town



Dr. Andrea Hunter
THPO, Osage Nation
627 Grandview Avenue
Pawhuska, OK 74056
Phone: (918) 287-5432
Fax: (918) 287-2257

Raelynn Butler
THPO, Muscogee (Creek) Nation
P.O. Box 580
Okmulgee, OK 74447
Phone: (918) 732-7600
Fax: (918) 756-2911

Nelson Scott Harjo, Chief
Alabama-Quassarte Tribal Town
P.O. Box 187
Wetumka, OK 74883
Phone: (405) 452-3987
Fax: (405) 452-3968

Brian Givens, Town King
Kialegee Tribal Town
P.O. Box 332
Wetumka, OK 74883
Phone: (405) 452-3262
Fax: (405) 452-3413

Ryan Morrow, Interim Town King
Thlopthlocco Tribal Town
P.O. Box 188
Okemah, Ok 74859
Phone: (918) 560-6198
Fax: (918) 560-6196

APPENDIX F

DATA ANALYTICS

Attendee Participation

New users
1,230

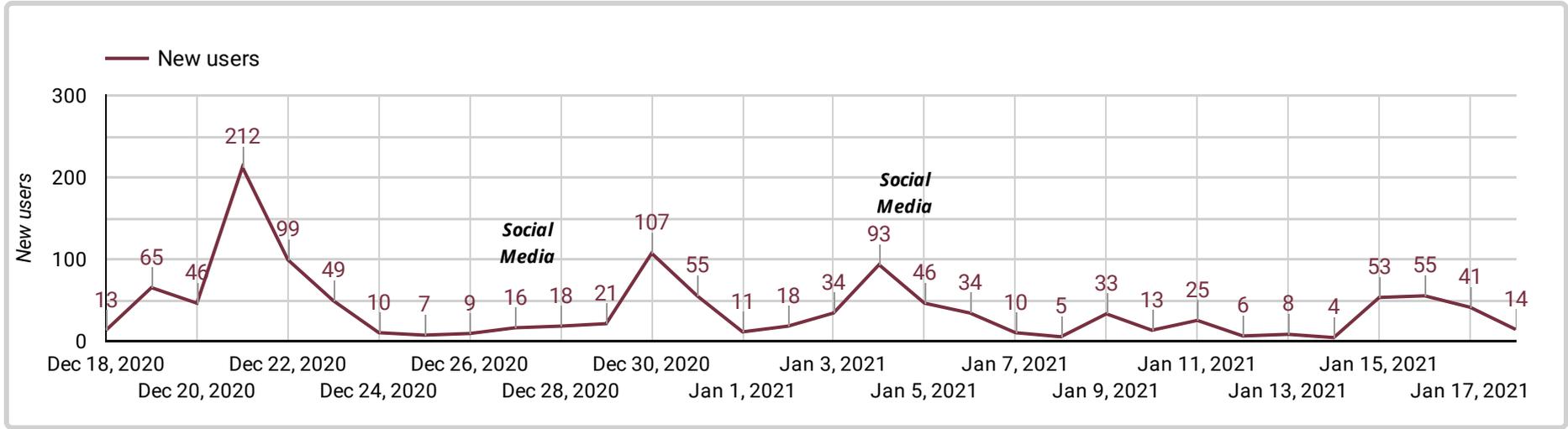
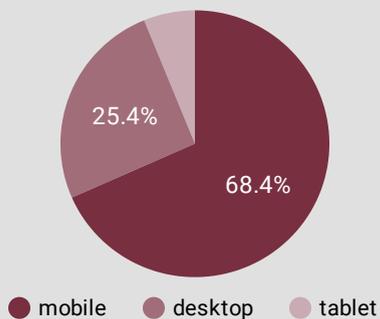
Views
3,690

Sessions
1,531

Sessions per user
1.23

User engagement
22:59:21

Devices



Top Pages

Page title	Views	Views	User engagement
1. US-69 Roadway Improvements in Muskogee County - US-69 Roadway Improvements in Muskogee County	1,919	52.01%	09:27:23
2. Interactive Maps - US-69 Roadway Improvements in Muskogee County	575	15.58%	03:01:08
3. Presentation - US-69 Roadway Improvements in Muskogee County	508	13.77%	03:55:28
4. Sign In & Handout - US-69 Roadway Improvements in Muskogee County	174	4.72%	00:57:35
5. Project History - US-69 Roadway Improvements in Muskogee County	141	3.82%	01:13:22
6. Right-of-Way Information - US-69 Roadway Improvements in Muskogee County	124	3.36%	00:43:49
7. Frequently Asked Questions - US-69 Roadway Improvements in Muskogee County	121	3.28%	03:10:37
Grand total	3,690	100%	22:59:21

Engagement by City

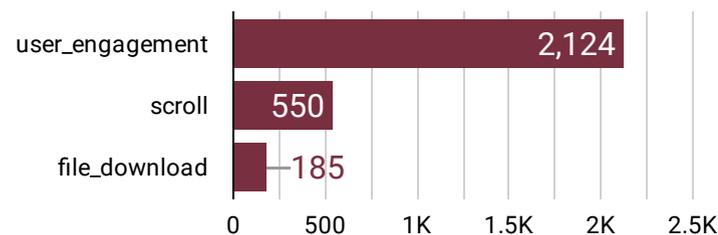
(IP Address)

City	New users
1. Muskogee	464
2. Boston	162
3. (not set)	85
4. Dallas	61
5. Roseville	49
6. Oklahoma City	41
7. Tulsa	37
Grand total	1,230

1 - 10 < >

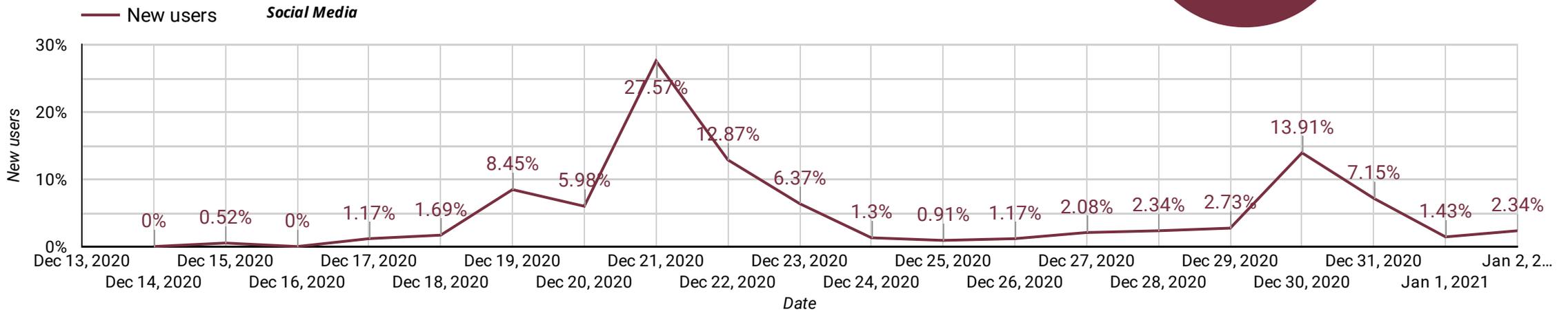
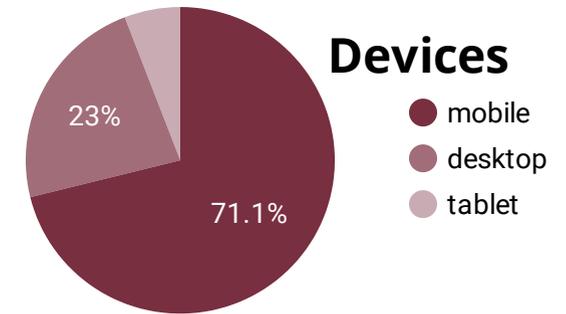
Events

user_engagement: Active website use for more than 10 seconds, or two or more pages viewed
file_download: Clicking on a link to view a file
scroll: Times a page was scrolled to the bottom



Audience Overview

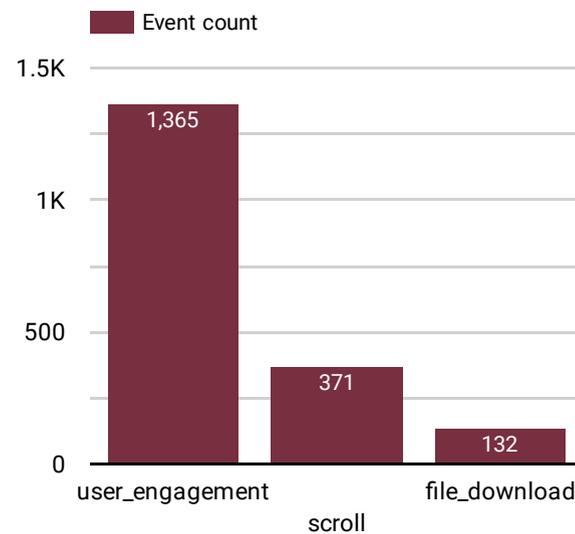
New users: 100.00%
 Views: 100.00%
 Sessions: 966
 Sessions per user: 1.26
 User engagement: 13:50:52



Top Pages

Page title	Views	User engagement
1. US-69 Roadway Improvements in Muskogee County - US-69 Roadway Improvements in Muskogee County	47.55%	05:50:08
2. Interactive Maps - US-69 Roadway Improvements in Muskogee County	16.51%	02:07:23
3. Presentation - US-69 Roadway Improvements in Muskogee County	14.77%	01:32:50
4. Sign In & Handout - US-69 Roadway Improvements in Muskogee County	4.94%	43:14
5. Project History - US-69 Roadway Improvements in Muskogee County	3.76%	43:07
6. Right-of-Way Information - US-69 Roadway Improvements in Muskogee County	3.24%	32:13
7. Frequently Asked Questions - US-69 Roadway Improvements in Muskogee County	2.95%	01:59:54
Grand total	100%	13:50:52

Events



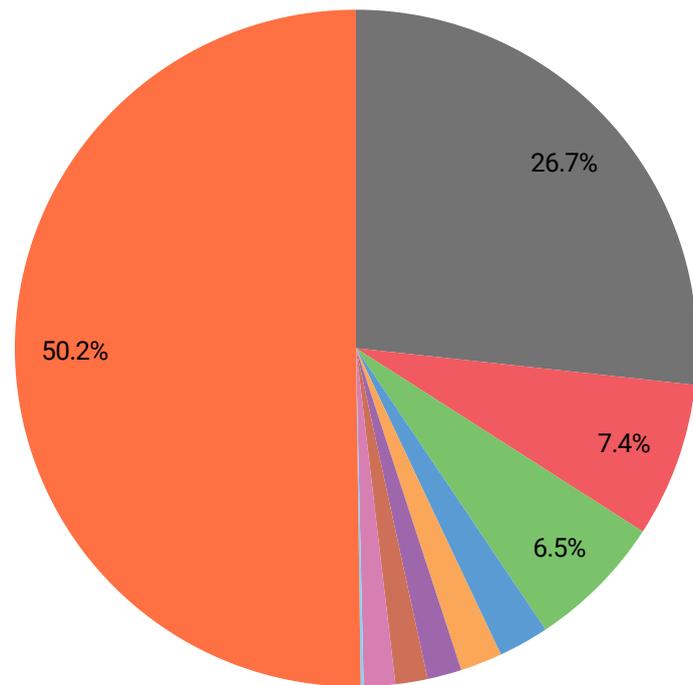
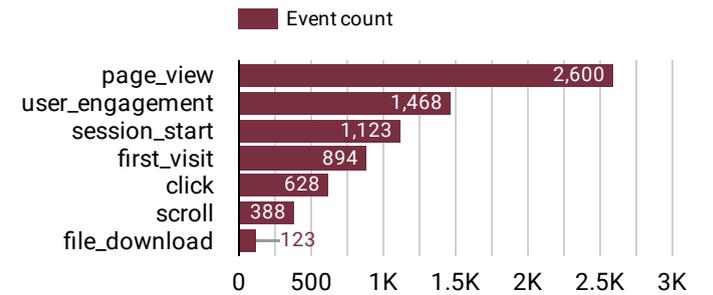
user_engagement: Active website use for more than 10 seconds, or two or more pages viewed
file_download: Clicking on a link to view a file
scroll: Times a page was scrolled to the bottom

Engagement by City

(IP Address)

City	New users
1. Muskogee	38.75%
2. Boston	17.69%
3. (not set)	6.89%
4. Dallas	5.98%
5. Oklahoma City	3.12%
6. Tulsa	3.12%
7. Broken Arrow	2.34%
8. Fort Gibson	2.08%
9. Chicago	1.56%
...	...
Grand total	100%

User engagement
15:28:48



- US-69 Roadway Improvements in Muskogee County - US-69 Roadway Improvements in...
- Interactive Maps - US-69 Roadway Improvements in Muskogee County
- Presentation - US-69 Roadway Improvements in Muskogee County
- Sign In & Handout - US-69 Roadway Improvements in Muskogee County
- Project History - US-69 Roadway Improvements in Muskogee County
- Frequently Asked Questions - US-69 Roadway Improvements in Muskogee Coun...
- Right-of-Way Information - US-69 Roadway Improvements in Muskogee County
- Submit a Comment - US-69 Roadway Improvements in Muskogee County
- Noise - SH-99 Seminole Co.
- others

APPENDIX G

SIGN IN SHEETS FROM WEBPAGE

Salutation	Name	Email	Address, City, State, Zip Code	Phone Number	Business/Organization	How did you hear about the meeting?	Gender/Race [Optional]
Mr.	James Winner	jrwinner@suddenlink.net	1205 N. Edmond St. Muskogee, OK. 74403	9183108097	USN Vet., Retired Resident	ODOT Website	Male;
Mr.	Oswaldo Tinajero	tinajerosmarket@gmail.com	2120 S 32ND st Muskogee,OK 74401	479-651-4512	Home	Pamphlet in the Mail	Hispanic;
Mrs.	Trudy Sudberry	ttps1@sbcglobal.net	2701 N 64th St W Muskogee OK 74401	918-869-6995	None	Newspaper	Female;
Mr.	Umesh Patel	patelu68@yahoo.com	514 S 32nd Street Muskogee,OK 74401	918 351 8912	Economy Inn Motel	Pamphlet in the Mail	Male;
Mr.	Bobby Allen	bbbyln@yahoo.com	2332 West Shawnee Street Muskogee Oklahoma 74401	918-682-0033	Allen Furniture	Newspaper	Male;White;
Ms.	Traci McGee	tracilmcgee@gmail.com	2406 Chicago St Muskogee Oklahoma 74401	918 781-9094	City Of Muskogee	City/County Website	Female;Black;
Mrs.	Brooke Hall	Hallbrooke@hotmail.com	1184 N 94th St West Muskogee, OK. 74401	918-869-8766	City of Muskogee	Facebook	Female;
Mrs.	Cheryl Dubry	cheryl.dubry@gmail.com	3515 Chandler Rd Muskogee, ok 74403	9183481354		Newspaper	Female;White;
Mr.	Timothy Miller	tjddc82@yahoo.com	6912 south 4th street west Muskogee, OK 74401	9188409335		Newspaper	Male;
Mr.	Jeffrey Rowsey	Jeffrey@jcrexplor.com	2315 N 60th W Muskogee, OK 74401	918-682-8200		Facebook	Male;
Ms.	Marsha Wiseman	ahw1982@att.net	2724 Robin Ln, Muskogee OK 74403	9186810250		Other	Female;White;
Mr.	Larry	lfennel@suddenlink.net					
Mr.	Rocky parks	Parks_r_t@yahoo.com	3018 Columbus street, muskogee,oklahoma,74401	9184413484	Resident close to highway	Newspaper	Male;
Mr.	Justin Stout	Justin@WSWLaw.com	3600 Country Club Dr Muskogee, OK 74403	918-869-2315		Newspaper	Male;
Mrs.	Thelma Freeman	Tsfreeman@odot.org	2800 s. 32nd St. Muskogee, OK 74401	9186875407	ODOT	Other	Female;Black;
Mr.	Gregg Matthiesen	gmatthiesen@cox.net	16613 E 47th St, Tulsa OK 74134	918-527-3518	Landmark Venture Properties Inc	Pamphlet in the Mail	Male;
Mrs.	Cheryl Branch	Cheryl.Branch@live.com	4302 Columbus St., Apt. 704 Muskogee, OK 74401	405-443-8777		Other	Female;
Mr.	Jeremy Barnes	jbarnes@odot.org		918-685-1113	ODOT	Other	
Mr.	Jim Winner	jrwinner@suddenlink.net	1205 N. Edmond St Muskogee, OK. 74403	9186837804	Muskogee, OK. Resident/USN Vet	ODOT Website	Male;
Mr.	Alan Smith	okwa76@gmail.com	4302 Columbus St Apt 702 Muskogee, OK 74401	(918)351-3595		Facebook	Male;White;
Mr.	Gerald R Miller	grmok1@swbell.net	112 N 7th ST, Muskogee, OK 74401	9188692746	Law office	Newspaper	Male;
Ms.	Jaime stout	Jaime.stout@gmail.com	319 kingsway muskogee,ok	9188698930	City of muskogee	City/County Website	Female;
Mr.	Ron Dean	appraiser_orange@yahoo.com	101 S 23rd Street, Muskogee, OK, 74401	918-616-3893	Muskogee County Assesor	Word of Mouth	Male;White;
Mr.	Marvin White	marvw@hotmail.com	201 Honor Heights Drive, Muskogee, OK 74401	2534950126		Facebook	Male;Other;
Mr.	Jackson Hurst	ghostlightmater@yahoo.com	4216 Cornell Crossing, Kennesaw, Georgia 30144	678/628/4232		ODOT Website	Male;White;
Mr.	Mike Miller	mmiller@muskogeeonline.org	229 W. Okmulgee Muskogee, OK 74401	9186846201	City of Muskogee	Other	Male;Native American;
Mrs.	Perline Boyattia-Craig	rebob@suddenlink.net	4207 EagleCrest Dr	9188692081		Pamphlet in the Mail	Female;Black;
Mr.	Michael Gauden	dagaulden@yahoo.com	4011 Eaglecrest dr. Muskogee Oklahoma 74401	918 348-1195	Na	Pamphlet in the Mail	Male;Black;
Mr.	Terry Miller	terrymarkmiller@suddenlink.net	4210 Eagle Crest Drive Muskogee Ok 74401	918-781-3331	retired auto dealer	Pamphlet in the Mail	Male;White;
Ms.	Michelle Behrens	maeve2@suddenlink.net	104 Windsor Dr. Muskogee, OK 74403	9183482137	NA	Facebook	
Mr.	Dale Boots Jr.	Trunkmonkeycustoms@yahoo.com	2603 s 27th street, Muskogee okla.74401	918 441 2789	Officer of the Courts	Facebook	Male;Hispanic;
Ms.	Sheila Harrison	Miqbeauty@gmail.com	8411 S 55th st E Muskogee Oklahoma 74403	9183604413		Facebook	Female;White;
Mrs.	Dena Wilson	dwilson@muskogeeconomytransit.org	PO Box 2973 Muskogee, OK 74402	918-682-1721	Muskogee County Public Transit /	City/County Website	White;
Mr.	Dharmesh Patel	deeshiker@gmail.com	5010 W 6th Ave Stillwater Ok 74074	405-612-2631	OKL Enterprise LLC	Pamphlet in the Mail	Asian;
Mr.	H. Harvey Hill, III	hhill@firststar-bank.com	510 N. Main Muskogee,OK. 74401	918-689-8010	Chamber of Commerce member	Other	Male;White;
Mr.	Mark Maples	markmaples@hotmail.com	1924 East 110th St. South Muskogee, OK 74403	918-441-0783	Muscogee Staffing Solutions	Other	Male;White;
Mr.	Alan Dawson	rolldice_99@yahoo.com	3005 Arline st.		Home owner	Pamphlet in the Mail	Male;
Mr.	Ronn Rowland	rowland@muskogeeconomy.com	214 Wall St., Muskogee, OK, 74401	918-684-2932	Muskogee Phoenix	Other	Male;
Mr.	Matt Adams	mdadams@saintfrancis.com	300 Rockefeller Dr	918.684.2357	Saint Francis Health System	Pamphlet in the Mail	
Ms.	Jackie	jax620@yahoo.com	3001 Hilltop Ave, Muskogee, Ok., 74403	918-869-2801		City/County Website	Female;Native American;
	Sherri Jackson	Phd709@live.com	1316 Solomon Street	918-869-1995		City/County Website	Female;
Mr.	Robert Carter	rcarterjr@gmail.com	631 N 15th St Muskogee Ok 74401	580-222-5569	Carter Enterprises	Other	Male;Black;
Mr.	Bret smith	bretsmith@sbcglobal.net	11879 s 144 w Council hill, ok 74428	9188697224	Ok judiciary	City/County Website	Male;
Mrs.	Jere Harris	jharris@eols.org	1614 N. Aberdeen Muskogee, OK 74403	918 869 7281	Muskogee Public Library	Other	Female;White;
Mrs.	Perline Boyattia-Craig	rebbp@suddenlink.net	4207 EagleCrest Dr	9188692081	Retired	Pamphlet in the Mail	Female;Black;
Ms.	Nancy Perry	perryn.tulsa@sbcglobal.net	147 Windsor Dr Muskogee OK 74403	9183107688		Newspaper	Female;
Mr.	Ronn Rowland	rowland@muskogeeconomy.com	214 Wall St., Muskogee, 74403	918-684-2932	Muskogee Phoenix	Newspaper	Male;
Mr.	Darren Wimmer	dkwimmer80@gmail.com	P. O. Box 1254 Muskogee, Ok. 74402-1254	918-680-0666		Other	Male;White;
Mr.	Edgar Boyd	Emboyd@icloud.com	4104 Cobblestone Dr Muskogee, OK. 74403	918-348-4607	Self	Newspaper	Male;

Mr.	Timothy J Miller	tjdc82@yahoo.com	6912 s 4th street w Muskogee, OK 74401	9188409335		Newspaper	Male;
Mr.	Bob Buckley	Rwbuckley2800@att.net	2800 Fort Davis Dr. Muskogee Ok. 74403	918-781-3196		Newspaper	White;
Mr.	Rick Berkenbile	bacarick@sbcglobal.net	PO Box 1211. Fort Gibson Ok 74434 2300 North 59th Street West Muskogee OK 74401	9187819555	C&L RV	Newspaper	Male;White;
Mrs.	Crotty	jencrotty2@yahoo.com				Facebook	
Ms.	Julie Macomb	juliemacomb@gmail.com	2734 Arline, Muskogee, OK, 74401	9182314790		Other	Female; Female;Native American;
Ms.	Jackie Cragg	jax620@yahoo.com	3001 Hilltop Ave, Muskogee, OK 74403	9188692801			
Ms.	Leslie Arnold	leslie.arnold28@yahoo.com	307 N. Edmond St. Muskogee, OK 74403	918-869-6312	City of Muskogee	Word of Mouth	Female;
Mr.	Weldon Stout	Weldon74@suddenlink.net	4000 North Country Club Circle, Muskogee, Ok. 74403	918-869-8308	University Heights, LLC; 69 & Sha	Newspaper	Male;
Mr.	Marlon J. Coleman	marlonj@me.com	11 oak park lane	9185770746	Temple of Hope Church	Word of Mouth	Male;Black;
Mr.	Carlos W Wagner	cwarwag@sbcglobal.net	600 N 54th. Muskogee , OK. 74401	918 683 4065	Retired	Facebook	Male;
Mr.	Christopher Cruce	chris.d.cruceok2a@gmail.com	3051 East 133rd Street South Muskogee, OK 74403	719-299-8917		Word of Mouth	Male;Native American;
Mrs.	B. J. Charbonneau	bjcharb@gracemuskoee.org	P.O. Box 66, Okay, OK 74446	918-260-3517	Grace Episcopal Church, Muskogee	Newspaper	Female;White;