
PUBLIC MEETING SUMMARY

SH-136

**from US-412 south 2.5 miles
City of Guymon / Texas County
Job Piece Number 24413(04)**

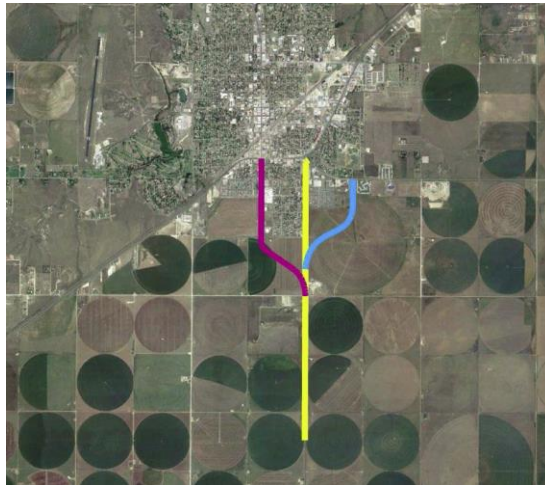
OKLAHOMA DEPARTMENT OF TRANSPORTATION

For

Public Meeting Held November 8, 2018

At

Texas County Activity Center



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1.0 EXECUTIVE SUMMARY

This document summarizes a public meeting conducted for SH-136 in the City of Guymon from US-412 south 2.5 miles in Texas County. The purpose of the Public Meeting was to present the proposed design for this highway segment and receive public comment. The Public Meeting was held November 8, 2018 at the Texas County Activity Center located at 402 North Sunset Lane in the City of Guymon, Texas County, Oklahoma.

Community outreach was completed for the project due to a high Hispanic speaking population in the project area.

Seventy-two (72) attendees signed in for the meeting, including eight (8) members from ODOT. The meeting included a presentation on the project from ODOT's consultant, SRB. Representatives from ODOT, SRB, and Able Consulting, were available for discussion before and after the presentation. The comment period was open until November 1, 2018 with a total of sixteen (16) written comments received, including six (8) from agencies and eight (8) from members of the public.

Agency solicitation letters were mailed out for the project October 3, 2018. The responses received from the agencies are summarized in Table 1.

Table 1: Agency Comment Summary

Agency	Comment
Oklahoma Water Resources Board	No regulatory floodplains are located in the project area and thus no state issued floodplain permit is required.
Oklahoma Conservation Commission	Hydric soils are not indicated in the project area and most likely the project area does not contain wetland ecosystems.
Oklahoma Geological Survey	They see no major geological concerns regarding the proposed roadway improvement project. They provided a geological map and OWRB aquifer map.
Oklahoma Department of Environmental Quality	Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater.
Comanche Nation	Reviewed the project for areas that may potentially contain prehistoric or historic archeological materials and "No Properties" were identified of concern.
Oklahoma Tourism and Recreation Department Park Service	Reviewed the preferred alternative and expressed a concern for pedestrian access and a possible adverse impact on transportation circulation and scenic resources near the No Man's Land Regional Park.

Bureau of Indian Affairs	No tribal or Individual Indian trust lands are located in the project area. They have no concerns regarding the project and Indian trust lands.
Cheyenne Arapaho Tribal Historic Preservation Office (THPO)	Categorized project as “No Properties”. However, if inadvertent discoveries are made please notify our office within 72 hours.

Public comments addressed varying issues. At the meeting, there were several questions concerning other projects on SH-136 from Texas State line north. There were comments that traffic is increasing on SH-136 and the speed limit should be reduced between Road X and Road Y. Using the preferred alignment, questions were asked about what happens to the existing alignment. There was discussion concerning Hurliman Road and aligning the roadway to use that road. Questions about how close SH-136 would be to the school were asked and if a signalized intersection would be provided at SH-136 and US-412. The property owner south of US-412 where new alignment for SH-136 connects was present and discussed the project with the lead engineer. Table 2 summarizes both the written public comments received and the verbal comments/questions from the public meeting.

Table 2: Public Comment Summary Both Written and Verbal Comments

Comment	# of Comments
Support for the Project – During open meeting period	1
Funding for SH-136 Roadway Projects	2
Discussion of Other Projects (TX line north on SH-136)	1
Traffic Questions	4
Speed Limit Questions (Reduction between Rd X and Rd Y)	2
What Happens to Existing Alignment	2
Why Not Use Hurliman Road	3
Preferred Alignment Questions	4
Other Options	2
Utilities – Who Pays to Move	1
Traffic Circle at US-412/SH-136/US-54	1
Roadway Base Condition on SH-136	1
Property Owner South of US-412	1

2.0 INTRODUCTION

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve the SH-136 roadway from US-412, extending south 2.5 miles in Texas County. This existing segment of SH-136 consists of two 12-foot-wide driving lanes with no shoulders creating a narrow roadway. Four alternatives are under consideration for the urban section, from Road X north approximately 1.25 miles to US-412 to provide operational improvements to US-412, improve drainage and consider construction phasing. The purpose of this project is to improve the safety of the highway as a continuation of planned improvement from the Texas State line to the City of Guymon.

ODOT has tasked a Consultant to develop alternatives for correcting the roadway deficiencies in the urban section (approximately 1.25 miles) while taking into consideration construction costs, right-of-way and utility costs, and environmental constraints which include a No Man's Land Regional Park – a protected resource under Section 4(f) of the Transportation Act. For each alternative, the intersection with US-412 is being reviewed for operational improvements.

- Alternative A Do nothing and maintain existing conditions.
- Alternative B Improve existing alignment on SH-136 to provide two, 12-foot-wide driving lanes and 8-foot-wide paved shoulders from Road X north to 12th Street, then transition to two, 12-foot-wide driving lanes, a 14 feet wide center turn lane, curb and gutter, open ditches and sidewalks to US-412. This would require temporary closure of city streets, in phases, during construction, while maintaining two-lanes of traffic on SH-136.
- Alternative C Improve SH-136 roadway with a new alignment to the west of SH-136 using Main Street to provide two 12-foot-wide driving lanes and 8-foot-wide paved shoulders from existing SH-136 to 12th Street. At 12th Street transition to two 12-foot-wide driving lanes, a 14-foot-wide center turn lane, curb and gutter, storm sewer and sidewalks. This would require temporary closure of city streets, in phases, during construction, while maintaining one lane of traffic on S. Main Street.
- Alternative D Improve SH-136 roadway with a new alignment to the east of SH-136. Beginning at Road X the alignment would extend northeast and connect with US-412 to provide two-12-foot-wide driving lanes and 8-foot-wide paved shoulders with open ditches, with no construction phasing required, but potential impacts to No Man's Land Regional Park.

After analysis and consideration of the alternatives, improving the roadway with a new alignment to the east of SH-136 has been selected as the preferred alternative (Alternate D). This alignment begins at Road X and would extend on new alignment to the northeast and connect with US-412 to provide two, 12-foot-wide driving lanes and 8-foot-wide paved shoulders with open ditches with no construction phasing. The intersection with US-412 would avoid Apache Trace Apartments and No Man's Land Regional Park but would add left turn lanes to US-412 for turning movements with SH-136.

The alternatives are the same for the rural or southernmost 1.25 miles of the project, in which the highway will be widened to the east and the existing pavement resurfaced while maintaining one lane of traffic during construction to provide two 12-foot-wide driving lanes with 8-foot-wide paved shoulders.

3.0 AGENCY SOLICITATION

Agency solicitation letters were mailed on October 3, 2018. These letters provided a project description with an enclosed project location map and preferred alternative map. The letter requested recipients provide input by November 7, 2018 and included an invitation to the public meeting. This letter was sent to thirty-two (32) State and Federal agencies including the Cheyenne-Arapaho Tribes, Comanche Nation, Osage Nation, Shawnee Tribe and Wichita and Affiliated Tribes. A copy of the solicitation letter and the mailing list is included in Appendix A and the responses received are in Appendix J.

3.1 AGENCY COMMENTS AND ODOT RESPONSES

The agency letters received are summarized below along with an ODOT response.

- 1) The **Oklahoma Water Resources Board** reviewed the project and determined there are no regulatory floodplains in the project area and thus no state issued floodplain permit is required.

ODOT Response: Your response is appreciated. This comment is noted.

- 2) The **Oklahoma Conservation Commission (OCC)** reviewed the project using the Soil Survey of Texas County. Hydric soils are not indicated on the soil survey map, indicating that these areas most likely do not contain wetland ecosystems and your project should not significantly impact wetland resources in the area.

ODOT Response: Your response is appreciated. Any permits will be coordinated with the US Army Corps of Engineers.

- 3) The **Oklahoma Geological Survey** sees no major geological concerns regarding the proposed roadway improvement project. The overlay of the proposed area with USGS 1:500,000 scale geological map (provided) indicates that the area is underlain by Pleistocene and Pliocene deposits dominated by interfering beds, tongues and lenses of sand, silt, clay, gravel, sandstone, caliche limestone conglomerate, and volcanic ash (See attached 1:24000 geological map). Based on OWRB aquifer map, the underlying aquifer in the area is Ogallala aquifer (See attached map). We encourage engineers engaged by interested parties to carefully review the descriptions provided in the

geological map (attached) and OWRB aquifer map to determine whether or not they foresee any geotechnical issues that might be of concern. If they do and need assistance from us, please contact the Oklahoma Geological Survey; our geologists would be happy to meet with interested parties in the field.

ODOT Response: Your response is appreciated and noted. We have forwarded this letter and maps to the geo-technical engineers.

- 4) The **Oklahoma Department of Environmental Quality (ODEQ)** stated while no environmental concerns under DEQ jurisdiction are anticipated, please be aware of the following regulatory requirements. Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater.

ODOT Response: Your response is appreciated. A Construction Stormwater Permit will be completed prior to construction.

- 5) The **Comanche Nation** reviewed the project to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of “No Properties” have been identified. (IAW 36 CFR 800.4(d)(1)).

ODOT Response: Your response is appreciated. This comment is noted.

- 6) The **Oklahoma Tourism and Recreation Department Park Service** reviewed the proposal of Alternative D. They expressed a concern for pedestrian access and a possible adverse impact on transportation circulation and scenic resources near the No Man’s Land Regional Park. 1) The existing right-of way has overhead utility lines that should not be off set into the park (moved north) 2) Increased volume and velocity of traffic will present a stronger barrier to pedestrian access from areas south of the highway to the park. It is possible some negative impact could be mitigated by adding a pedestrian route to the park and on the south border of the park. 3) The cultural value of the park’s name and location references national settlement patterns. This park is called “No Man’s Land” because the land survey system did not account for the panhandle of Oklahoma in the latitude boundaries for New Mexico Territory, Texas Territory and the Missouri Compromise, specifying land north of 37 degrees latitude as free-state territory. This area was left undesignated by the treaties, hence No Man’s Land. The name was not due to climate or eco-region.

ODOT Response: Your response is appreciated. No new right-of-way will be required at the park for the proposed alternative. If the junction of US-412 and proposed SH-136 were to be signalized, a cross walk will be considered.

- 7) The **Bureau of Indian Affairs** reviewed the project and there are no tribal or Individual Indian trust lands in the project area. They have no concerns regarding the project and Indian trust lands.

ODOT Response: Your response is appreciated. This comment is noted.

- 8) The **Cheyenne Arapaho Tribal Historic Preservation Office (THPO)** reviewed the project and categorized as no properties. However, if inadvertent discoveries are made please notify our office within 72 hours.

ODOT Response: Your response is appreciated. This comment is noted.

4.0 PUBLIC MEETING

4.1 MEETING NOTIFICATION

In addition to the notification provided via the agency solicitation letters (see above), notice of the public meeting was sent by letter to the Governor's office, elected officials (federal and state), Federal Highway Administration, Oklahoma Transportation Commissioner, Texas County Commissioners, the City of Guymon, Guymon school district, emergency service providers, and medical facilities in the project area. The letter provided a brief description of the purpose and need for the project, and an invitation to the public meeting. The letter was accompanied by a project location map. Thirty (30) letters were mailed on October 3, 2018. A copy of the letter and the mailing list is included in Appendix B. On October 17, 2018 an updated letter with a corrected location map was mailed to the same officials.

Notice of the public meeting was also sent by letter to all property owners in the study area. Forty-four (44) letters were mailed to the residents along the existing alignment, thirty (30) letters were mailed for the east alignment, twenty-six (26) letters were mailed for the west alignment, and eight (8) utility companies were notified. The letter was accompanied by a project location map. One-hundred and eight (108) letters were mailed on October 3, 2018. A copy of the letter and the mailing list is included in Appendix C. On October 17, 2018 an updated letter with a corrected location map was mailed to the same residents.

4.2 ENVIRONMENTAL JUSTICE / COMMUNITY OUTREACH

Data collected through US Census American Community Survey (2011-2015) was compiled to identify Environmental Justice (EJ) Census Blocks – blocks that show higher than average minority population or low-income population for the State of Oklahoma for the proposed project area. Three minority EJ Census Blocks (minority population greater than 33 percent) and three low-income EJ Census Blocks (low-income population greater than 38 percent) were identified within or adjacent to the proposed project area. Research for the project area also included Limited English Proficient (LEP) populations. Three LEP EJ Census Blocks (LEP population greater than 2 percent) were identified within or adjacent to the project area. Hispanic speaking populations of 81%, 80%, and 45% were identified in each block group; therefore, Community Outreach was completed for the project.

Public outreach was organized as part of the preparation for the Public Meeting. All letters and flyers were printed in English and Spanish. The PowerPoint presentation was presented with two screens, one in English and one in Spanish. A Spanish speaking interpreter was hired to attend the meeting in order to translate as needed.

One-hundred-and-eight (108) English/Spanish flyers were hand delivered door-to-door to all property and business owners within the project area two-weeks prior to the Public Meeting. Additionally, public meeting flyers/notices were provided to 15 churches as listed below.

- First Mexican Baptist Church
- Iglesia Familia De Dios Pentecostes
- Iglesia De Dios Manantial De Vida
- Victory Memorial United Methodist
- Iglesia Bautista Hispana
- Iglesia Apostolica de la Fe en Cristo Jesus
- Renovación Carismática Católica
- Iglesia Pentecostal Unida UPCI
- Iglesia Nazeres
- Victory Memorial Methodist Church
- First Presbyterian Church
- Lifeway Christian Center
- First Christian Church
- Grace Southern Baptist
- St. Peter's Catholic Church

Four schools in Guymon were provided the English/Spanish flyers for distribution to the students. The name of school and the number of flyers is listed below:

- Guymon Junior High School 500
- Guymon High School 900
- Prairie Elementary 200
- Salyer Elementary 150

Additionally, the Apache Trace Apartments, Public Library, and the Chamber of Commerce in Guymon were provided the English/Spanish flyer to post or distribute through their organizations two-weeks prior to the Public Meeting. All letters and flyers were printed both in English and Spanish. Appendix D contains copies of the Spanish documents.

4.3 MEETING INFORMATION AND FORMAT

The public meeting was held on November 8, 2018 at 6:00 PM at the Texas County Activity Center located at 402 North Sunset Lane in the City of Guymon, Oklahoma.

Seventy-two (72) attendees signed in for the meeting, including eight (8) members from ODOT. The Mayor of Guymon, The Guymon Fire Department, SIMS electric, Tri-County Electric Group, Texas County Commission #2, and Oklahoma Department of Health representatives were present. No media was in attendance. A copy of the sign-in sheets is included in Appendix E.

ODOT Field Division Six Engineer, Ron McDaniel, opened the meeting, then Greg Allen with SRB presented the project design information. Following was an open question and answer period in which ODOT and SRB answered numerous questions. ODOT, SRB and Able Consulting staff was then available for one-on-one and small group discussions. Strip maps of the proposed preferred alignment were provided for public viewing. The alignment matrix was provided in both English and Spanish. A copy of the presentation is included in Appendix F and copies of the meeting handout and display boards are included in Appendix G.

The presentation covered:

- Purpose of the Meeting and Project
- Current Project Area Information
- Project Constraints
- Design Criteria
- Alternatives Considered
- Alternatives Matrix
- Preferred Alternative
- Next Steps

4.4 SUMMARY OF PUBLIC MEETING COMMENTS

Public comments addressed varying issues. At the meeting, there were several questions concerning other projects on SH-136 from Texas State line north. There were comments that traffic is increasing on SH-136 and the speed limit should be reduced between Road X and Road Y. Using the preferred alignment, questions were asked about what happens to the existing alignment. There was discussion concerning Hurliman Road and aligning the roadway to use that road. Questions about how close SH-136 would be to the school were asked and if a signalized intersection would be provided at SH-136 and US-412. The property owner south of US-412 where new alignment for SH-136 connects was present and discussed the project with the lead engineer.

A summary matrix table of the public meeting comments is provided in Table 3. A question and answer summary of the meeting is located in Appendix H.

Table 3: Public Meeting Comment Matrix

	Comment	# of Comments
A	Support for the Project – During open meeting period	
B	Funding	2
	1. Is the project funded	
	2. Is this the only project on SH-136 that is funded?	
C	Discussion of Other Projects	1
	3. Will you just resurface the existing road at Texas State line? From the bridge north? The base on existing road is no good and ODOT said for years they would replace the base.	
D	Traffic Question	1
	4. Regarding traffic counts, where and when was that done? I think there is more truck traffic than that.	
E	Speed Limit Question	1
	5. I live south of Road X, traffic is moving fast, can you reduce the speed limit at this location?	
F	What Happens to Existing Alignment	2

	6. If new alignment to the east is built, what will happen to existing SH-136 and can you keep trucks off that road.	
	10. What happens to existing SH-136?	
G	Hurliman Road	1
	7. Why choose East alignment and not Hurliman Road. There would be no congestion by the school. You can have curves in road.	
H	Preferred alignment questions	4
	8. The connection to the south looks dangerous?	
	9. Will there be signals at SH-136 and US-412?	
	13. Lake bed, I own that, so you will move the water to there?	
	14. Regarding the new intersection at SH-136 and US-412, how far would that be to the school? With all the trucks, would they back up to the school?	
I	Other Options	2
	11. Why can't you just improve existing SH-136?	
	15. We have these options and no good one?	
	16. What about going west around Guymon?	
J	Utilities	1
	12. What about utilities, who pays to move?	

4.5 WRITTEN PUBLIC COMMENTS

Eight (8) written comments from the public were received, both at the meeting and after the meeting. Copies of the written comments are included in Appendix I.

Table 4: Written Comments Matrix

Comment	# of Comments
A. Hurliman Route	2
1a. A truck route at a 50-mph speed to Hurliman only involves 2-50 mph corners on the county roads, a total of 2 miles is the best option. Taking into consideration the doubling of school and soccer fields.	
4a. Provided alignment and reasons for Hurliman Road alignment. No interference to farming circles, or school traffic. Truck Route, easy access to elevators, feed mills, seaboard plant and SH-54.	
<p>ODOT Response:</p> <p>This option was considered early in the project development process but was rejected due to current ODOT design standards, it would require additional mileage added to State Highway system and cost. Due to the current Roadway Design Manual, ODOT cannot construct a State Highway that includes such sharp curves, therefore, providing a new alignment from existing SH-136 at Road X to Hurliman Road would cause significant impacts to the crop center pivot irrigation systems in order to meet current geometric design standards.</p>	
B. Traffic Studies at US 412	1
2a. The City of Guymon is interested in the results of any traffic studies for the project and along US-412. The City and School District are planning improvements between the proposed new intersection of US-412/SH-136 and Hurliman Road.	
<p>ODOT Response:</p> <p>Prior to construction a traffic study will be conducted. Once completed, the ODOT Traffic Division will provide this study to the City of Guymon</p>	
C. Prefer Alternate D (Preferred Alternative)	1
3a. We prefer Alternative D for the re-route of State Highway 136.	
<p>ODOT Response:</p> <p>Thank you for this comment.</p>	
D. Speed limit between Road X and Road Y.	1
5a. Reduce the speed between Road X and Road Y. Nine (9) families live there.	
<p>ODOT Response:</p>	

<p>According to ODOT design standards, the posted speed limit for rural State Highways is 65 m.p.h. If continued development or City annexation were to occur on SH-136 between Road X and Road Y, ODOT would re-evaluate the posted speed limit. The proposed new typical section in this area will include two (2) 12-foot-wide driving lanes and 8-foot-wide paved shoulders which will provide improved safety and some benefit for turning movements.</p>	
E. Truck Traffic	1
<p>6a. Truck traffic is higher than 25%.</p>	
<p>ODOT Response:</p> <p>The traffic data presented at the public meeting is several years old. Prior to construction, updated traffic data will be obtained. The traffic volumes for vehicles and trucks have likely increased since the original traffic data analysis, and ODOT is aware of the increase in truck traffic on SH-136.</p>	
F. Traffic Circle Option @ US-412/SH-136/US-54	1
<p>7a. Has a traffic circle been considered at US-412/SH-136 and US-54? The truck stop project has been cancelled. There is a traffic cycle on SH-136 in Borger, Texas that works well. Truck traffic on this road is high.</p>	
<p>ODOT Response:</p> <p>A traffic circle was considered for SH-136, US-54 and US-412 early in the project development process. The traffic circle option was rejected due to increased right-of-way acquisition that would be required, as well as the costs and relocations associated.</p>	
G. Roadway Base Condition	1
<p>7b. Is the reason for the rough surface and quick break down of repairs due to a poor base under the surface? If so, please include an improved upgraded base for the road renovation.</p>	
<p>ODOT Response:</p> <p>The final pavement design for SH-136 will be re-evaluated based on updated geotechnical studies and updated traffic volumes prior to construction.</p>	
H. Property Owner south of US-412	1
<p>8a. Please keep me informed on the progress of the proposed update/change to SH-136. My company, The Odyssey Group LLC is the owner of the property on US Hwy 412 where the proposed alternative D would create an intersection with SH-136. If built, this road could make my remaining parcels on either side the new road so small that they would have no value for development. Please keep</p>	

this in mind if this project proceeds and a value is place on the land required for the road.

ODOT Response:

1. The east/west location of the proposed SH-136 intersection with US-412 was chosen to line up with Morgan Street that extends north of US-412.
2. There were multiple requests during the meeting to add a signal at this location. The City was supportive of this proposed signal. If signals are to be placed at this intersection, it is imperative that the proposed SH-136 lines up with Morgan Street. Unless Morgan Street is moved to the east, the proposed SH-136 cannot be moved to the east.
3. Also, moving the proposed alignment to the east would increase the noise levels at the apartment complex.

APPENDIX A

AGENCY SOLICITATION LETTER & LIST

APPENDIX B

PUBLIC MEETING LETTER AND LIST

APPENDIX C

PROPERTY OWNER LETTER AND MAILING LIST

APPENDIX D

OUTREACH MATERIAL IN SPANISH

APPENDIX E

PUBLIC MEETING SIGN-IN SHEETS

APPENDIX F

PUBLIC MEETING PRESENTATION

APPENDIX G

PUBLIC MEETING HANDOUT AND DISPLAY BOARDS

APPENDIX H

PUBLIC MEETING SUMMARY OF QUESTION AND ANSWER

APPENDIX I

CITIZEN WRITTEN COMMENTS

APPENDIX J

AGENCY WRITTEN RESPONSES