
Virtual Open House Meeting Summary

State Highway 9

**From SH-102 east approximately 5.50 miles
to end of existing concrete section at west side
of Tecumseh in Pottawatomie County**

Job Piece Number 23288(04)

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Held September 25, 2020 through October 12, 2020

www.odot.org/SH9

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1.0 EXECUTIVE SUMMARY

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing roadway improvements to SH-9 from SH-102 east approximately 5.50 miles to end of existing concrete section at west side of Tecumseh in Pottawatomie County.

Due to ongoing concerns about COVID-19, a Virtual Public Open House was held from September 25, 2020 through October 12, 2020 at www.odot.org/SH9. The virtual public open house presented the most recent design for the project and allowed the public to submit input. Results of the detailed environmental studies conducted for the project were also available.

The purpose and need for this project is to accommodate future traffic volumes along this segment of SH-9. The existing SH-9 roadway is a two-lane facility with eight-foot-wide paved shoulders. The current (2020) traffic on this segment is 6,074 vehicles per day (vpd) with a 2040 projected traffic of 8,442 vpd.

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. Now that the virtual open house has concluded, the meeting material can be found at: <http://www.odot.org/publicmeetings>.

General Summary:

Two (2) phone call messages were received from the virtual open house. These phone calls were returned by the NEPA consultant. The first call was concerning property impacts and the other caller was not located in the project area but in a future project area.

Of the twelve (12) E-mail comments two commenters felt the improvements would only invite more traffic and noise. Three comments were received in support of the project. Four commenters had concerns about property impacts such as trees, drainage, fences. There was one comment to lower the grade east of Bethel Road. There were three comments about issues outside of this project.

Regarding the interactive maps there were three property owners that provided comments focused on specific property impacts. Such as timeline for acquisition and driveways, project impacting sewage lines and other property impacts such as requesting driveways moved and added and losing a pond. These comments can only be addressed during the right-of-way acquisition process.

Of the ten (10) written comments received two were supportive of the project and one that the project was not needed. One comment that property values would be reduced. One commenter requested a middle turn lane, and another wants to be compensated for land and daily driving.

There were five commenters request lowering of sag curves at 3 locations. There was one question focused on a specific ditch location. Again, driveway locations either existing or future were commented on. There was one comment about access and cleanliness during construction.

2.0 INTRODUCTION

This document summarizes a Virtual Open House conducted for SH-9 from SH-102 east approximately 5 ½ miles to end of existing concrete section at west side of Tecumseh in Pottawatomie County. The purpose of the virtual open house was to present the proposed design for SH-9 and obtain input.

The purpose of the project is to accommodate future traffic volumes on SH-9. The existing SH-9 roadway is a two-lane facility with eight-foot-wide paved shoulders. The current (2020) traffic on this segment is 6,074 vehicles per day (vpd) with a 2040 projected traffic of 8,442 vpd

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 proposed improvement for this segment of SH-9 consists of widening the existing 2-lane section to a 4-lane section with four (4)-12-foot-wide driving lanes and 10-foot-wide paved shoulders. The design speed will be 65 mph. The existing SH-9 roadway will continue to provide local access to homes and businesses. Properties will have direct access to the highway like they do today. One of the main reasons this design was selected was to minimize additional right-of-way needed for the improvements. The roadway-sized boxes will be extended to clear zone. SH-9 will remain open during construction and phased construction will be utilized to maintain traffic.

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 September 25, 2020 to October 12, 2020. 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, Oklahoma Transportation Commissioner, Pottawatomie County Commissioner, City of Tecumseh, Tecumseh and Bethel Axe Public

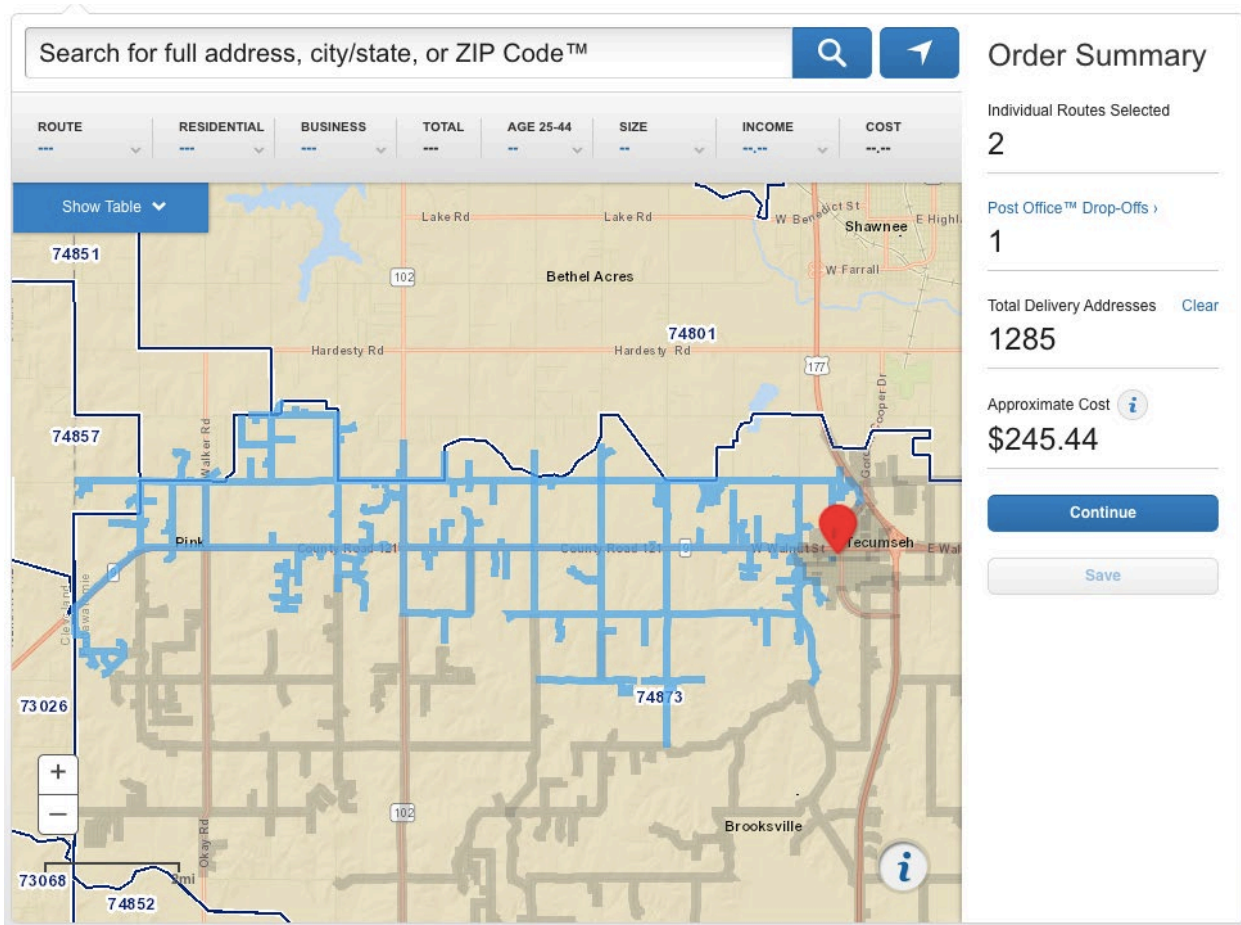
Schools, and emergency service providers in the project area. The pamphlet provided a brief description of the purpose and need for the project, purpose of the meeting, and an invitation to the virtual open house. The pamphlet was accompanied with a map, comment form and property rights brochure. Twenty (20) letters were mailed on September 24, 2020.

Notice of the virtual open house was also sent by pamphlet to all property owners in the study area and utilities owners. One-hundred and three (103) property owners and eleven (11) utility owners were mailed the pamphlet on September 24, 2020.

3.2 OUTREACH

Outreach was provided by a direct mailing by the post office to two (2) routes along the project area as noted in blue in Figure 1.

Figure1: Direct Mail Route



One-thousand-two-hundred-and eighty-five (1,285) pamphlets, comment forms, R/W brochures and self-addressed stamped envelopes were printed and mailed by Mercury Press Pluss and direct mailed to Tecumseh Post Office for distribution.

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 SH-9 roadway received the information as well increasing the opportunity for input.

3.3 MEETING INFORMATION AND FORMAT

The virtual open house was held from September 25 to October 12, 2020 to present the information on this project. Garver hosted a website that included tabs for sign in and handout, virtual project presentation, an interactive project map, environmental studies, noise studies, right-of-way information, submit a comment and frequent questions.

All comments were requested to be received on or before October 12, 2020. 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. ODOT made a commitment to post responses to comments on its Public Meetings and Hearings Page for the SH-9 projects in November 2020.

4.0 COMMENTS

4.1 PHONE CALL COMMENTS

Two (2) phone call messages were received from the virtual open house. These phone calls were returned by the NEPA consultant, Able Consulting. A summary of the calls is listed below along with general responses.

Caller 1: Parents have farm/business and home on 42 acres just east of Coker Road, south side of SH-9. Caller wanted to know when will happen? Answer - 2021 for right-of-way and relocation, takes about 2 years. Referenced the property right brochure his parents received. Construction in 2024. How is value of property determined? Answer - Fair market value. He thought was a 5-lane, and it was explained this section would be a 4-lane. He said he could not access the web page. It was explained how to do that. He indicated project was needed. Lots of accidents.

Caller 2: Located at SH-9 and 192nd – owns 2 pieces of land on south and north side of SH-9. Property owner is not located in (14), (04) or (08) project areas. He is in area between Little River Bridge and Cleveland/Pottawatomie County line. This was explained

to property owner. Property owner wanted to know when right-of-way acquisition would begin. Said not for a few years. A public meeting would be held in the future.

4.2 E-MAIL COMMENTS

Twelve (12) E-mail comments received from the virtual open house. These comments are listed below along with an ODOT response.

1. Why are you widening this road to four lanes with ten-foot shoulders? That is larger than I-40 which is four lane divided highway? I am sure I-40 gets more traffic in 24 hours than highway 9. I do not wish to turn out of my driveway into one side of I-40... there is a reason no driveways are open to I-40, what you propose is not just dangerous for myself and my family but the drivers on highway 9.. The stretch of road 5.5 miles of highway 9 has numerous driveways and houses along this route. From SH102 to Tecumseh the 5.5 miles you propose to widen to grossly oversized amounts, there are 66 homes along this stretch of highway that will be affected according to ODOTS information page. Why will we not be getting a noise reduction or sound deadening barriers? I do believe that adding this size of road will encourage more traffic and make the sound even more unbearable. Not only will barriers block sound but also pollution form the cars. under your proposed right of way map. I will be losing over thirty mature trees that currently block sound and pollution from the road. I will also be losing two peach trees and one fig tree that my wife planted. Will those trees be replaced? Under the proposal, this expansion will also go right over the top of my septic lateral lines. will my septic be dug moved and replaced? As well as my fencing and my gates? I understand the need to widen this road and I do not have a problem with it. but please explain the need to widen it to I-40 sizes? when this road never does or will see the traffic I-40 does in a 24-hour period. Please advise as I am interested in having each and every question posed here answered.

ODOT Response:

ODOT's goal is to provide a safe and efficient highway based on the increase of regional traffic and current safety and design standards. The future traffic volumes indicate the need for an additional travel lane in each direction. This will increase safety by allowing slower moving vehicles to use the right lane and avoiding dangerous single lane passing attempts. The 10 foot wide shoulder is an additional safety feature which allows impaired vehicles to pull over at a safer distance from passing traffic. This highway configuration will also make it safer for residents to enter the highway from their driveway.

ODOT will keep the speed limit appropriate to the highway type and will not be converting SH-9 to an interstate type facility. The extents of the project width are caused by the need to design for safety and recovery slopes off of the highway shoulder based on current topography, and to design ditches to effectively move water from the highway and reduce the possibility of localized flooding.

A noise study was completed on this segment of SH-9 to determine if there were noise impacts because of the proposed 4-lane facility. For residential dwellings, exterior noise impacts occur when (1) future noise levels are expected to reach 66 decibels (dB) or greater (Note: A level of 66 dB is known to interfere with communication between people 3-6 feet apart); or (2) when there is a substantial noise increase of future noise levels over existing noise levels defined as 15 dB or greater. Based on the proposed project and 2039 design year traffic volumes, future sound levels in the project area are expected to range from 51.0 to 70.6 dB resulting in noise level impacts to 14 residential dwellings. No substantial increases (+15 dB) in noise levels are anticipated, with the highest increase in future noise levels over existing levels being +3.4 dB. Noise mitigation in the form of a free-standing noise wall placed within the project right-of-way is considered the most appropriate form of noise abatement measure for the impacted receptors involved. All impacted receptors have direct driveway access to SH-9 and, without access control, the gap that would be required for driveway connections would make noise abatement measures ineffective; therefore, noise mitigation would not prove feasible.

During the right-of-way acquisition process, affected property features such as trees, septic lines, utilities, and parking will be addressed for each property separately. If a property is “damaged” to a degree it is not useable, ODOT will offer to purchase the entire property. Until that process begins, and your property is looked at individually, ODOT cannot provide any definitive answers. If right-of-way is required on your property and you have an existing fences and gates, the fences and gates will be replaced, or you will be given reimbursement to replace the fence as the property owner.

2. I appreciate you accepting comments on this matter. I live in Tecumseh and currently drive HWY9 to work in Norman daily. While the drive can sometimes be congested due to traffic, however the majority of the time, this is not the case. Only during rush hours is this even a concern. My primary concern however is that we moved from OKC to this area about 5 years ago. The biggest deciding factor in our move is how secluded it is in Tecumseh. We enjoy our small town and do not want a 4 lane hwy bringing more traffic. Most people out here love living in this quaint and older town and widening the road will only add more semi and city traffic. Please do not widen the road out here. Also, the traffic between 102 and Tecumseh does not warrant 4 lanes. There really is not any congestion in this section of hwy 9.

ODOT Response:

ODOT’s goal is to provide a safe and efficient highway based on the increase of regional traffic and current safety and design standards. The future traffic volumes indicate the need for an additional travel lane in each direction. Although construction is not planned until 2024 in the future.

3. Why would you skip the 3 miles that ended the previous construction (@ 72nd Ave)? And then start construction 3 miles down the road?

ODOT Response:

There are two additional projects under preliminary design between the two presented in this meeting. Public meetings will be held on the middle projects in the future.

4. Rather than making the road a 4-lane highway, why don't you do something about the hazardous Highway 9 between Norman and the Newcastle area? There are tons of wrecks on that road!

ODOT Response:

This improvement is a continuation of an ODOT commitment to improve SH-9 from Norman to Tecumseh.

5. I live south of Hwy 9 at Bethel Rd. Over the 20+ years I've lived here there has been numerous accidents there. Much of the problem is the limited sight distance of eastbound traffic. I believe by lowering the grade to the west of the intersection would eliminate much of this problem. Thank you.

ODOT Response:

At SH-9 and Bethel Road intersection additional safety features will be considered at this intersection such as turning lanes, striping and extra signage.

6. I'd like someone to show me how far up my front yard they are wanting to take.

ODOT Response:

The website provided an interactive map so property owners could get an idea of the proposed impacts to property owners. Once the right-of-way acquisition process begins, detailed maps of each property will be available. That process will happen sometime in 2021.

7. This project is needed. The traffic on Hwy 9 west of Tecumseh is getting heavier each year. People pass in dangerous situations to get around slower cars. Widening to 4 lanes will greatly improve safety.

ODOT Response:

We appreciate your response and agreement with the need for the project.

8. I would love to see both widening projects done the sooner the better. This is a very dangerous road, with no place to pass.

ODOT Response:

We appreciate your response and agreement with the need for the project.

9. I'm glad to hear this. if it passes what is the proposed starting work date?

ODOT Response:

We appreciate your response and agreement with the need for the project. The project is programmed for construction in the spring of 2024.

10. Hello, I'm a concerned Neighbor of the expansion I live between Bethel Rd and HWY 102 one mile north of the expansion of HWY 9. My main concern is the traffic that will increase on our road, it is dirt Commissioner Thomas has worked the last few months and our road is pretty good but as soon as he runs low on funding for gravel our road will not be maintained as it should be the road conditions will go down. The traffic on our road is getting more and more as the years pass. I'm not sure when exactly the expansion will start up but I know our road is a thru road from Tecumseh all the way to Little Axe. We have been asking for our road to be paved or just oiled and chipped. We have been told it will cost too much to pave our road its cheaper to keep maintaining it and adding gravel every few months. I just worry with extra traffic and the people driving so fast the gravel these days is so dusty we have clouds of dust for hours in the evenings. I know that it will deteriorate so quickly with more traffic and the high-speed traffic NO ONE abides the posted speed limit of 35. Our road will turn to mud so quickly in the rainy season. I'm excited for the HWY expansion, just a concerned neighbor about our dirt road. Thank you for your time.

ODOT Response:

ODOT is responsible for the State Highway and the Interstate roadway system. The County is responsible for the County roadway system. You will need to contact the County regarding the county road.

11. My questions will be limited to the portion of construction beginning at a point approximately one half mile west of the intersection of Hwy 9 and Gaddy Road, along the south side of the highway, and ending at the intersection of Hwy 9 and Gaddy Road. My first question will focus on the planning for and building up of the shoulder of the roadway along the south side of the highway from the west boundary point of my family's property to the intersection of Gaddy Road and Highway 9. By adding additional highway surface, this will also dramatically increase the drainage requirement of our property. This increase in drainage/runoff will effect our property across the midpoint of the property and crossing Gaddy Road, one half mile south of the intersection of Gaddy Road and Highway 9. Currently, Pottawatomie County has expressed no interest in addressing the excessive drainage/runoff that will effect Gaddy Road, and in the past, this area of the Gaddy Road has flooded to such extent, that individuals who live south of the unnamed creek that crosses Gaddy Road, have had their homes flooded and the roadbed was completely destroyed. We would like to know what the plan to address this situation is and there will be a need to address the significant additional drainage requirements that will be created with the additional paved road surface. Our second question will focus on the mitigation of noise created by the additional road surface and additional traffic that will be created by the improvement of the roadway. This is of concern more especially around the residence located on the southwest corner of Gaddy Road and Highway 9. After reviewing the proposed new highway boundary along the south side of Highway 9, it appears to be extremely close to the residence and therefore will create a significant issue in regards to

the noise and potentially safety as well. Our third question will focus on the addressing of safe highway/county road access and the preservation of local landmarks, housing, and fencing from a point beginning one half mile west of the intersection of Highway 9 and Gaddy Road, along the south side of the expanded roadway. As of the date of this submission, none of these questions have been discussed with the land/property owners of said properties and have not had any discussion with anyone representing ODOT or their contractors that will be performing the identified work.

ODOT Response:

Regarding drainage, the drainage runoff will slightly increase with the addition of the driving lane and wider shoulder. The design will utilize 4 to 8 foot ditch bottoms to make sure the runoff from the highways will be diverted to the correct drainage outlet. This project will not address any drainage issues outside ODOT right-of-way.

Regarding noise concerns, the residential receptors that are projected to have noise impacts have direct driveway access onto SH-9. Without access control, the gap that would be required for driveway connections would make noise abatement measures ineffective and, therefore, noise mitigation would not prove feasible.

If right-of-way is required on your property and you have an existing fence, the fence will be replaced, or you will be given reimbursement to replace the fence as the property owner. The right-of-way acquisition process will begin in the spring of 2021 and take approximately 1 to 2 years to complete. ODOT acquisition agents will be contacting property owners in the near future to discuss the proposed acquisition of land, and negotiation and agreement can take place regarding the property impacts as a result of the requested land.

12. Will our fences be rebuilt, will fence be built in the creeks for holding livestock, when should we expect property appraisal and relocation of business appraisal? We have many more questions will we be able to talk to someone in person?

ODOT Response:

If right-of-way is required on your property and you have an existing fence, the fence will be replaced, or you will be given reimbursement to replace the fence as the property owner. The right-of-way acquisition process will begin in the spring of 2021 and take approximately 1 to 2 years to complete. Until the right-of-way process begins only general answers can be provided, more specific answers can be provided during the acquisition process.

4.3 INTERACTIVE MAPS COMMENTS

Three (3) interactive map comments received from the virtual open house. These comments are listed below along with an ODOT response.

Property Owner 1 (9/26/202): This is 36729 Hwy 9. For obvious reasons just was wondering what is our timeline? There will be a driveway going in and I would request the new one be shifted 20' east of this proposed one.

ODOT Response:

The right-of-way acquisition process will start in the spring of 2021 and will take 1 to 2 years to complete. During that process, you can discuss the location of the new driveway.

Property Owner 2 (10/2/2020).The proposed right of way is cutting right through the sewage lateral lines located on west side of driveway.

ODOT Response:

Thank you for this information, we will share that with the designer. During the right-of-way acquisition process, you can discuss the location of the sewage lateral lines.

Property Owner 3 (10/11/20) Will I be able to keep this approach?

How will the State accommodate in the relocation of this business?

I do not understand the 2 approaches here.

I am concerned with the need of so much property being taken.

Would it be possible to have an approach put in here?

I am concerned about losing my circle drive and pond.

This is a recommended area that was requested for a good water well. We currently have bad water as was told that if we drilled on top of the hill, we would have better success. Also, the majority of the property you're taking is the only high ground.

You are taking almost all the high ground I have leaving me bottom land for future builds.

ODOT Response:

ODOT acquisition agents will be contacting property owners in the near future to discuss the proposed acquisition of land, and negotiation and agreement can take place regarding the property impacts as a result of the requested land.

4.4 WRITTEN COMMENTS

Ten (10) written comments were received. Public comments were made regarding a variety of issues. Two commentators supported the project, and one commenter did not think the project was needed. There was one comment that property values would be reduced and one comment that a middle lane should be added. There were several comments that hills should be lowered near intersections. One question about existing and future driveways and another regarding ditches. There was one comment about access and cleanliness during construction.

Table 1: Written Public Comments Matrix

Comment	# of Comments
Support for the project	2
1a – Please get it on! Its about time and long overdue. You have our support.	
2a – Love the idea – go for it!	

ODOT Response: We appreciate your input and support for the project.	
Reduced property value because of 4 lanes	1
3a - Reduced property value because of 4 lanes due to noise, speed limit, length of construction and drainage	
ODOT Response: 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.	
Requests a middle lane	1
4a – HWY 9 is a very dangerous highway with 2 lanes to pull out into traffic. We need a middle lane to pull in and pull out of. It is a death trap and people will die if its not done in a safe manner. We have already had wrecks and close calls. You can hardly check the mail. Cars go 80 to 90 mile per hours down this road.	
ODOT Response. A four-lane roadway is proposed to reduce the number of commercial and residential relocations. A five-lane roadway would require additional right-of-way increasing impacts to property owners. The future traffic volumes indicate the need for an additional travel lane in each direction. This will increase safety by allowing slower moving vehicles to use the right lane and avoiding dangerous single lane passing attempts. The 10 foot wide shoulder is an additional safety feature which allows impaired vehicles to pull over at a safer distance from passing traffic. This highway configuration will also make it safer for residents to enter the highway from their driveway.	
Requests to be compensated for the land and how it affects us and our daily driving	1
4b - Requests to be compensated for the land, the danger to our lives that re-doing this road and how it will affect us and our daily driving.	
ODOT Response: 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.	
Requests existing hill on SH-9 between Whispering Oaks and Mitchell Rd be lowered.	1
5a – An existing hill on SH-9 between Whispering Oaks Rd. and Mitchell Rd is a danger to residents of Whispering Oaks Rd as they turn onto the highway. Recommend the elevation be lowered so residents can see oncoming traffic from the east.	
ODOT Response: This crest or “hill” meets the design criteria for a design speed of 65 mph. The addition of the extra driving lane and wider shoulders will allow drivers to see oncoming traffic more readily. The clearing of trees	

in the proposed right-of-way will help vision. Updated signing and striping will also keep driver's attention.

ODOT considers many factors in the design of the roadway, including the accident history and whether the existing highway has adequate site distance at the crest or sag of hills, as well as the need to improve the intersections with signals or stop signs, as these are warranted. We appreciate your concerns and wish to ensure you that the proposed improvements will meet current FHWA guidance for design, with the goal of correcting the deficiencies and improving the safety for drivers and local property owners.

Requests the road be lowered on SH-9 just west of Bethel Road. 3

6a – Will you be lowering SH-9 just west of Bethel Rd? Too many accidents there because you can't see cars coming from the west when you cross SH-9 or pull out to go east. Same thing with the hill just west of Sh-102. People do not realize that there is no stop sign on SH-9, only on SH-102. Bad wrecks there all the time.

7a – The intersection at Bethel Road and SH-9 has had numerous accidents at it. Will that hill be lowered to the west of it?

8a – At the intersection of Bethel Rd and SH-9 the hill west of Bethel Road needs to be cut down flatter because of the numerous wrecks that happen there. While crossing SH-9 going N or S the cars coming over the hill from the west cannot be seen in time to proceed across the road safely. We have lived here for 48 years and have crossed that intersection many times. We appreciate the effort you have put in to help with this. In late evening when the sun is going down right at that hill it is almost impossible to see the car coming until its is too late.

ODOT Response: This crest or "hill" meets the design criteria for a design speed of 65 mph. The addition of the extra driving lane and wider shoulders will allow drivers to see oncoming traffic more readily. The clearing of trees in the proposed right-of-way will help vision. Updated signing and striping will also keep driver's attention.

ODOT considers many factors in the design of the roadway, including the accident history and whether the existing highway has adequate site distance at the crest or sag of hills, as well as the need to improve the intersections with signals or stop signs, as these are warranted. We appreciate your concerns and wish to ensure you that the proposed improvements will meet current FHWA guidance for design, with the goal of correcting the deficiencies and improving the safety for drivers and local property owners.

Requests the road be lowered on SH-9 just west of SH-102. 1

6b - Same thing with the hill just west of SH-102. People do not realize that there is no stop sign on SH-9, only on SH-102. Bad wrecks there all the time.	
ODOT Response: ODOT considers many factors in the design of the roadway, including the accident history and whether the existing highway has adequate site distance at the crest or sag of hills, as well as the need to improve the intersections with signals or stop signs, as these are warranted. We appreciate your concerns and wish to ensure you that the proposed improvements will meet current FHWA guidance for design, with the goal of correcting the deficiencies and improving the safety for drivers and local property owners.	
What will happen to ditch with rock and sand placed in it?	1
7b - The ditch on my property on the north side of SH-9 has had huge rocks and dead sand put in it by ODOT over the years. What will happen there?	
ODOT Response: The rocks and sand will be removed by the contractor during construction as the roadway is widened.	
Existing and Future Driveways	1
7c – Future homes that will front SH-9 and need an entry driveway at other spots. How do I get that done?	
ODOT Response: Existing driveways will be provided a new asphalt driveway from the SH-9 roadway to the right-of-way line. If you have a new driveway you want to install, please contact the Field Division at (580) 332-1526 and request a driveway permit application.	
No reason to replace the road	1
9A - I do not see the reason to replace a road that is in great condition. Widening can wait unit the road is in need of repair. I travel SH-9 frequently and I have never seen a delay in traffic flow.	
ODOT Response: ODOT considers many factors in the design of the roadway, including the accident history and whether the existing highway has adequate site distance at the crest or sag of hills, as well as the need to improve the intersections with signals or stop signs, as these are warranted.	
Short term problem with access during construction and mud	1
10A- Live near Turtle Creek and SH-9. We have a business there for auto detailing. This could cause a short-term problem with bad road conditions turning into street. We are all for road improvements and ask that they do their best to make the intersection clean and	

accessible. I do not want to lose customers who just had their cars cleaned and would not want to drive through mud.

ODOT Response: The existing SH-9 roadway will continue to provide local access to homes and businesses during construction. ODOT will do its best to maintain a clean intersection.

5.0 AGENCY SOLICITATION LETTERS

Agency solicitation letters were mailed September 28, 2020, during the virtual open house. These letters provided a short project description, website link, and enclosed project location and preferred alignment maps. The letter requested recipients provide input by October 12, 2020 and included a link to the project presentation information. This letter was sent to thirty-six (36) State and Federal agencies including the US Army Corps of Engineers and numerous State agencies.

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 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) Any burning associated with land clearing operations must be conducted in accordance with OAC 252:100, Subchapter 13.
 - c) It is unclear if water or 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. Burning will be completed within DEQ guidelines and the appropriate construction permit will be acquired by the contractor.

- 2) The **Bureau of Indian Affairs (BIA), Southern Plains Region**, indicated there are no tribal or Individual Indian trust lands in the vicinity of the proposed improvement area. The Southern Plains Region has no concerns that the proposed project will impact Indian trust lands within the Southern Plains Region's jurisdiction.

ODOT Response: This comment is noted and appreciated.

- 3) 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.