

VIRTUAL OPEN HOUSE EXECUTIVE SUMMARY REPORT

Open House Dates:
October 7 to 21, 2020

SH-28 IMPROVEMENTS “**EAST OF US-69**” PROJECT: FROM JUST WEST OF THE US-69/SH-28 INTERSECTION IN ADAIR, EXTENDING EAST THROUGH PENSACOLA TO THE SH-82/SH-28 JUNCTION IN LANGLEY

MAYES COUNTY
J/P Nos. 24382(04) & 23270(04); Project Nos. SSP-149C(107)SS & J2-3270(004)

Prepared for:



OKLAHOMA
Transportation

OKLAHOMA DEPARTMENT OF TRANSPORTATION
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1.0 EXECUTIVE SUMMARY

As part of the Oklahoma Department of Transportation's (ODOT) efforts to keep the public informed and involved in the decision-making process, a Virtual Open House was held. Due to ongoing concerns over the spread of COVID-19, the Virtual Open House was hosted in a web-based format, and no in-person meeting was held. The following is a generalized summary of the information provided and the comments received. ODOT responses to comments are also presented in this document.

1.1 OPEN HOUSE DATES

October 7 to 21, 2020

1.2 MEETING WEBSITE

www.odot.org/SH28Mayes

1.3 PURPOSE OF MEETING

The purpose of the Virtual Open House is to present the most recent design for this segment of SH-28, describe the potential environmental impacts, obtain public input, and outline the next steps and proposed project schedule.

1.4 PROJECT BACKGROUND

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is re-evaluating the environmental document for this segment of SH-28 from just west of the US-69/SH-28 intersection in Adair, and extending east approximately 13 miles to SH-82/SH-28 intersection in Langley, Mayes County, Oklahoma.

An Environmental Assessment for this segment was completed in July of 2010. Two projects have been completed since then, which include bridge replacements over Rock Creek and Big Cabin Creek. The next project in the progression is to improve the existing two-lane facility and widen to four lanes through Adair, Pensacola and to Langley. This segment of SH-28 is a two-lane paved highway with 12-foot wide driving lanes and 4-foot wide shoulders. The current traffic volume from Adair to Pensacola is 6,800 vehicles per day (vpd), and is expected to increase to 9,795 vpd by 2040. The current traffic volume from Pensacola to Langley is 4,600 vpd, and is expected to increase to 6,625 vpd by 2040. The purpose of this project was and still is to improve safety.

1.5 PROJECT DESCRIPTION

ODOT is updating design plans for improving this segment of SH-28 while taking into consideration the cost of construction, right-of-way and utilities impacts, and environmental constraints. To increase safety, ODOT proposes to improve driving surfaces, reconfigure skewed driveways and entrances, realign county road intersections, widen shoulders, and extend and/or replace roadway structures and the reinforced concrete box bridges. The rural portions of SH-28 will be widened to create two 12-foot wide paved driving lanes with 10-foot wide paved shoulders on existing alignment or on offset north or south alignment. In the town of Adair, the road will be widened to create a curb and gutter section with four 12-foot wide driving lanes, and a dedicated left-turn lanes at Gen Harvey Hughes Ave. Americans with Disabilities Act (ADA) compliant sidewalks will also be added. Through the community of Pensacola, the roadway will transition to a curb and gutter section with four 12-foot wide driving lanes through the center of town, and then return to an open-section two lane facility extending east towards Langley. The SH-82/SH-28 junction in Langley will be improved. These proposed improvements are consistent with the original Environmental Assessment scope. The highway will

remain open during construction, and access to residences, businesses and the school will be maintained throughout the project.

1.6 PUBLIC NOTICES

- ODOT mailed Virtual Open House pamphlet via Direct Mail to property and business owners on four mailing routes along the project area on October 5, 2020.
- Virtual Open House pamphlets were mailed to various political entities, interested parties and public on October 5, 2020.
- ODOT mailed Virtual Open House pamphlets to property owners, utility owners, and other stakeholders on October 6, 2020.
- ODOT mailed solicitation letters to various state and federal agencies and Native American Tribes on October 8, 2020. These letters provided a short project description and included information about the Open House and requested that recipients provide input by October 21, 2020. Enclosed with the letter was a copy of the project location and overview maps.
- ODOT sent out a press release and general media announcements on October 8, 2020

1.7 VIRTUAL OPEN HOUSE FORMAT

The Virtual Open House was available for public access online at www.odot.org/SH28Mayes between October 7 and 21, 2020. The Open House combined the SH-28 “East of US-69” project (24382(04) and 23270(04)) and the “West of US-69” project (28891(04)) in Mayes County. On the Virtual Open House home page, the user could choose which project to view. Once the user was directed to the project page for SH-28 “East of US-69” project in Mayes County, the user could select from the following pages for detailed information:

- Sign-In and Handout – This page included a PDF form for signing in and a PDF copy of the virtual Open House pamphlet.
- Project History – This page described the importance of SH-28 as an economic corridor and recreational travel route. It discussed the transportation study that was completed in 2003, which recommended widening the highway. It explained that a “Needs & Sufficiency Rating Report” completed in 2007 identified segments that needed improvements, followed by the development of preliminary engineering plans and an environmental study that resulted in an Environmental Assessment document in 2010. It notified users of the improvements to the overall SH-28 corridor, and directed them to the “West of US-69 Project” for more information.
- Project Presentation – This page contained a narrated video of the project presentation, as well as a PDF of the project presentation with script.
- Interactive Project Map – This page contained an interactive online diagram that showed the proposed project in detail, and allowed users to comment on specific areas of the map.
- Environmental Studies – This page compiled the findings of the detailed environmental studies.
- Right of Way Information – This page included a copy of the ODOT Relocation Brochure and the ODOT Property Rights Brochure to give users more information regarding relocations and right-of-way issues.
- Frequently Asked Questions – A list of frequently asked questions regarding the project and their answers.
- Submit a Comment – The public was encouraged to participate in the public outreach process, and were provided several methods for submitting comments regarding the project. This page provided the deadline and contact information for providing comments.

1.8 SUMMARY OF COMMENTS & RESPONSES

In total, two hundred thirty-nine (239) users visited the “East of US-69” project webpage as part of the Virtual Open House process, and ODOT received input from three (3) agencies and one (1) Tribes, along with comments/questions from twenty-one (21) responders, including seven (7) phone calls, two (2) emailed comments, three (3) interactive mapper comments, three (3) website comments, and six (6) paper comments forms received by mail.

The comments and responses associated with each media are presented in the following sections.

1.8.1 Website Analytics

VIRTUAL OPEN HOUSE WEBSITE ANALYTICS	
VIRTUAL OPEN HOUSE WEBSITE PAGE	TOTAL VIEWS
Users / Visitors	239 views
Sign-In & Handout	17 views
Attendees Who Signed Electronic Sign-In Sheet	12
Interactive Project Map	99 views
Comments on Interactive Map	3 commenters / 11 comments
Project Presentation	59 views
Environmental Studies	14 views
Right of Way Information	28 views
Frequently Asked Questions	26 views
Attendees Who Filled Out Electronic Comment Form	14 reported / 3 received

1.8.2 Public Comments

PUBLIC COMMENTS BY RESPONDENT	
GENERAL COMMENT CONTEXT	INPUT
Respondent 1	<ul style="list-style-type: none"> Respondent lives in Pensacola. Received the brochure in the mail and has talked to neighbors, but does not use the internet or email. Asked about the project in general, but has three primary questions he would like ODOT to answer: <ul style="list-style-type: none"> Is ODOT going to buy his property? He would really like to sell. Will his property value go up? Will his taxes go up? He's on a fixed income and is concerned about it.
Respondent 2	<ul style="list-style-type: none"> Respondent would like to know if his property will be affected. Property is east of Pensacola and east of CR NS-4440.
Respondent 3	<ul style="list-style-type: none"> Respondent has been following the SH-28 project for years. Would like to know if his property will be affected.
Respondent 4/17	<ul style="list-style-type: none"> Respondent lives near the NS-439/SH-28 intersections and could tell from the information that their house will be impacted. Would like to know what the next steps are and what the R/W process is. Would like to speak with someone specifically about the process.

Respondent 5	<ul style="list-style-type: none"> Respondent is purchasing a house in Adair. Wants to know when ODOT will be purchasing a portion of the property or if the entire property is affected.
Respondent 6	<ul style="list-style-type: none"> Respondent requested more information on the potential impact to his property Wanted to know the next steps in the project and right-of-way
Respondent 7	<ul style="list-style-type: none"> Respondent did not receive a packet in the mail Requested on be sent to her home
Respondent 8	<ul style="list-style-type: none"> Respondent commenting on behalf of his father who passed away recently. ODOT sent a notification to an address that no longer accepts mail. He requested ODOT contact him at his address and/or email, as he will be handling his father's estate and any information regarding this project.
Respondent 9	<ul style="list-style-type: none"> Commented regarding the widening between Pensacola and Langley. <ul style="list-style-type: none"> Stated the roadway was dangerous Wanted to know why the four-lane does not extend to Langley
Respondent 10	<ul style="list-style-type: none"> Commented regarding the property near NS-4450 Rd and SH-28 (STA ~631 right): <ul style="list-style-type: none"> Did not agree with moving the road to the south instead of north in this area. Does not understand way ODOT needs 70 feet of right-of-way for a 10-foot shoulder Wants to protect the trees along the highway. They act as a noise barrier and commented on the need for a wall.
Respondent 11	<ul style="list-style-type: none"> Commented regarding the property near the new intersection of E-390 Rd. and SH-28 (STA ~297 right): <ul style="list-style-type: none"> Requested to change the location of the entrance to this property because it is dangerous. Would like to move the entrance to the far-right corner of the property.
Respondent 12	<ul style="list-style-type: none"> Commented regarding several properties on SH-28 between William Penn St. and US-69: <ul style="list-style-type: none"> Wanted to know if any additional right-of-way will be needed in the area. Wanted to see plans (when will they be made available) for the expected construction of sidewalks, curbs, ingress/egress to each of the properties in this area. Wanted to know how parking will be affected for the properties in this area. Wanted to know if future commercial development in this area or in other areas of town, be restricted because of the planned roadway/sidewalk improvements
Respondent 13	<ul style="list-style-type: none"> Commented regarding traffic counts from Adair to Pensacola and Pensacola to Langley: <ul style="list-style-type: none"> Suspects the traffic numbers are skewed. Believes there just are not that may vehicles in Pensacola Thinks Pensacola would be better served by a dedicated left-turn lane through the town than by making it a four-lane. States that it is already difficult to slow lake traffic down to 55 mph in Pensacola. Making it a four-lane will not address the speeding issue.
Respondent 14	<ul style="list-style-type: none"> Commented regarding traffic: <ul style="list-style-type: none"> Stated that if traffic on US-69 would be affected, it would be better to finish work farther south on US-69 first.
Respondent 15	<ul style="list-style-type: none"> Commented requesting additional information for billboard installation: <ul style="list-style-type: none"> Asked about a specific billboard installation site immediately east of Adair. Wanted more information regarding set-backs any other installation requirements.
Respondent 16	<ul style="list-style-type: none"> Wanted to point out and emphasize the danger at the intersection of NS-4390 and SH-28. The dip in the road to the east of that intersection hides cars traveling toward Adair.
Respondent 17/4	<ul style="list-style-type: none"> See comments for Respondent 4 above

Respondent 18	<ul style="list-style-type: none"> Made a statement that they looking forward to seeing an ODOT right-of way agent.
Respondent 19	<ul style="list-style-type: none"> Wanted to know which side of SH-28 is ODOT going to be impacted.
Respondent 20	<ul style="list-style-type: none"> Requested that an ODOT representative call her as soon as possible.

1.8.3 ODOT Responses to Public Comments

The responses received were summarized and generically grouped into categories, each of which are presented below. Next to each comment is ODOT’s response.

ODOT RESPONSES TO ALL PUBLIC COMMENTS	
ISSUE/COMMENT/CONCERN	RESPONSE
Right-of-Way Process	<ul style="list-style-type: none"> ODOT-PMD made an attempt to return calls to explain the right-of-way process. In general, an agent from ODOT’s Right-of-Way Division will contact affected landowners to discuss their specific situation and affected property. The right-of-way process began in 2020, and an ODOT agent will be contacting property owners in the coming months. More information, along with ODOT’s Property Rights Brochure, can be found at ODOT’s website.
Roadway Design/ North vs. South Offset Alignment	<ul style="list-style-type: none"> As part of the overall design process, the designers tried to address poor roadway geometrics (i.e., curves, dips, and hills), while tying into existing bridges, communities and limiting right-of-way impacts. Consequently, sometimes the road shifted to the south and sometime to the north.
Roadway Design/ Relocating Entrance	<ul style="list-style-type: none"> The design process takes into consideration intersections throughout the corridor and addresses unsafe situations.
Traffic, Four-Lane to Langley, & Other Design Questions	<ul style="list-style-type: none"> ODOT is looking to improve the entire SH-28 corridor between I-44 and Langley, OK. Previous SH-28 improvement projects included the bridge replacements over Big Cabin Creek and Rock Creek. Current roadway improvements are based on existing corridor data. Traffic information will continue to be evaluated to guide future project decisions.
Specific Residential Noise Impacts	<ul style="list-style-type: none"> Based on the results of the Traffic Noise Assessment Report, the noise level will increase somewhat, but adverse impacts are not anticipated. A noise wall is not warranted.
Downtown Adair Commercial Area Impacts	<ul style="list-style-type: none"> The proposed design between William Penn Street and the US-69 JCT will be curb and gutter. Specific improvements include a center turning lane, dedicated left and right turn lanes at US-69, improved driveway access, upgraded ADA-compliant sidewalks, and striped parking slots. The proposed work in this area will not require additional right-of-way. Any existing driveways will be replaced in basically the same location. Parking along the street will change but will not be eliminated. Overall, the improvements should facilitate vehicular and pedestrian access to downtown Adair and improve mobility and safety throughout the corridor.
Dangerous Intersection at SH-28 and NS-4390	<ul style="list-style-type: none"> ODOT agrees. The intersection of CR NS-4390 and SH-28 will be realigned and improved to correct existing safety concerns.

1.8.4 Agency Comments

After the start of the Virtual Open House, several agencies were mailed solicitation letters requesting comments on the proposed project. Three agency and one tribal comments were received. Individual comments are summarized below.

AGENCY COMMENTS	
AGENCY	INPUT
Oklahoma Department of Environmental Quality (DEQ)	<ul style="list-style-type: none"> No environmental concerns under DEQ jurisdiction are anticipated. DEQ Recommended ODOT obtain a construction storm water permit (OKR10). Any burning associated with land clearing operations must be conducted in accordance with OAC 252:100, Subchapter 13.
	ODOT RESPONSE
	<ul style="list-style-type: none"> The DEQ stated that ODOT should obtain a construction storm water permit authorization under OKR10. ODOT is aware of the permitting requirements and the process involved. ODOT requires construction contractors to obtain an OKR10 permit authorization (when applicable) prior to starting any construction activities.
OK Aeronautics Commission (OAC)	<ul style="list-style-type: none"> OAC wanted to remind ODOT of the obligation to comply with 14 CFR Part 77.13 regarding construction activity near federal airports. OAC did state that the potential project does not appear to pose a hazard to safe and efficient use of navigable airspace.
	ODOT RESPONSE
	<ul style="list-style-type: none"> Comments noted. No FAA airports are located within 4 miles of the proposed project.
OK State Parks Tourism and Recreation	<ul style="list-style-type: none"> There are no LWCF parks adjacent to SH-28 in Adair, Pensacola, or Langley. The project proposal will have no significant adverse impacts on any federally funded park or recreation area or state park, regarding the LWCF Act 54 U.S.C. 200305(f)(3) no land may be permanently used for private or non-outdoor recreation purposes (defined by the program).
	ODOT RESPONSE
	<ul style="list-style-type: none"> Comments noted.
Osage Nation Historic Preservation Office	<ul style="list-style-type: none"> There are a few Osage cultural resources within and near the project area. Requested specific areas be avoided Requested a cultural resources survey be completed and a copy sent to them for review and comment.
	ODOT RESPONSE
	<ul style="list-style-type: none"> ODOT's Tribal Liaison provided the Osage Nation with the field study report and Section 106 documentation packet.

1.8.5 Overall Comment Summary

All comments were compiled below. The table is designed to provide an overall summary of the input received with respect to project approval and the major issues of concern.

SUMMARY OF ALL COMMENTS	
ISSUE / COMMENT / CONCERN	NUMBER OF COMMENTS/RESPONSES
Total Number of Commenters / Responders	21
Residential & Business Comments	2
Agency and/or Tribal Comments	4
Specifically Approve of Project / Provided Support for Project	1
Specifically Disapprove of Project	0
General Comment Categories	-
o Property Impacts / Right-of-Way Concerns	10
o Safety Concerns	2
o Design Questions & Speed Limits	8
o Requests for Specific Property Improvements	1
o Noise Concerns	1
o General Comments	2
o Unrelated/Miscellaneous Comments	1