



Virtual Open House

Meeting Summary

State Highway 9

**From east end of Pecan Creek bridge east 5.5
miles to SH-102**

Cleveland and Pottawatomie Counties

Job Piece Number 23288(08)

Held January 29, 2021 through February 15, 2021

www.odot.org/Highway9

Prepared by:



Final March 17, 2021

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1.0 EXECUTIVE SUMMARY

This document summarizes a Virtual Open House conducted for SH-9 from the east end of Pecan Creek bridge, east 5.5 miles to SH-102 in Cleveland and Pottawatomie Counties, including the intersection at SH-102. Due to ongoing concerns about COVID-19, this Virtual Open House was held from January 29, 2021 to February 15, 2021 at www.odot.org/Highway9.

The purpose of the virtual open house was to present the proposed design for SH-9 and obtain input. Now that the virtual open house has concluded, the meeting materials can be found at: <http://www.odot.org/publicmeetings>. The purpose and need for this project is to accommodate future traffic volumes on SH-9 and a continuation of providing a safe corridor from Norman to Tecumseh.

Attendee participation included 245 unique users with 1,130 page views. According to website analytics, the top engagement location was listed as Oklahoma City with fifty-six (56) new users, followed by Norman with thirty-two (32) new users. Two (2) signed in for the meeting on the webpage. Eleven (11) phone call messages, nine (9) webpage comments, twenty-two (22) interactive map comments, and six (6) written comments were received. The comments are grouped into general categories as listed below:

<u># of Comments</u>	<u>General Category</u>
11	Comment concerning intersection of SH-102 and SH-9
3	Driveway questions/ comments
7	Specific right-of-way questions
2	Comments concerning the area near Fish Market Road Intersection
1	Church building
5	Impacts to pump house, septic lines, water well and driveway
5	Other comments
2	Comments about Okay Road Intersection
1	Questions concerning Brown cemetery
2	Questions concerning construction
7	Specific questions about land impacts
1	Traffic law enforcement comment
1	Bridge comment
1	Request to be removed from mailing list
3	Support for the project
1	Turning lane for Walker and Okay Roads.

Four (4) agency letter responses were received and are summarized below:

- 1) The **Oklahoma Aeronautics Commission** stated the project does not appear to pose a hazard to the safe and efficient use of navigable airspace.
- 2) The **Oklahoma Corporation Commission** was unable to find any new oil/gas intents or permits.
- 3) The **Oklahoma Department of Environmental Quality** stated no adverse environmental impacts under DEQ jurisdiction are anticipated.
- 4) The **Bureau of Indian Affairs** stated there are Southern Plains Region tribal or Individual Indian trust lands within the project area. The BIA's only concern is that the tribe, landowner(s) and all Section 106 of the National Historic Preservation Act consulting parties are consulted and concur with the proposed projects.

There was no significant objection to the proposed project.

2.0 INTRODUCTION

This document summarizes a Virtual Open House conducted for SH-9 from the east end of Pecan Creek bridge east 5.5 miles to SH-102 in Cleveland and Pottawatomie Counties, including the intersection at SH-102. The purpose of the virtual open house was to present the proposed design for SH-9 and obtain input.

The purpose and need for this project is to accommodate future traffic volumes on SH-9 and a continuation of providing a safety corridor from Norman to Tecumseh. The existing SH-9 roadway is a two-lane facility with eight-foot-wide paved shoulders. The current (2020) traffic on this extent of SH-9 is 5,130 vehicles per day (vpd) with a 2040 projected daily traffic of 7,180 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 consists of providing four (4) 12-foot-wide driving lanes with a 14-foot-wide center left turn lane and 10-foot-wide paved shoulders. Bridges will be replaced at Bullfrog Creek and Jim Creek. Intersection improvements are planned for SH-9 at NS-330 to correct the skewed intersection. A conventional intersection is proposed at SH-9 and SH-102. SH-9 will operate normally with 2-lanes of through traffic east and west bound. SH-102 will be controlled with stop signs north and south bound. The intersection will operate similarly to the existing.

Potential future alternatives for the SH-9 and SH-102 intersection include a J-turn intersection or roundabout intersection.

- A J-turn intersection (Restricted Crossing U-Turn or “RCUT”) allows for the mainline (SH-9) to operate normally while restricting left and through movements on the crossing highway (SH-102). At this specific intersection, the RCUT option features the west median U-Turn being shifted west to the crest of a hill. This allows U turning vehicles the sight distance to facilitate adequate decision-making time.
- A Roundabout at this location can help decrease the number of crashes by providing less conflict points and slower speeds. When operating at capacity the roundabout will typically have lower overall delay compared to other traffic control. Roundabouts can provide a calming effect by physically slowing vehicles. A roundabout option would narrow the highway back down to two-lanes at the roundabout approaches.

3.0 VIRTUAL OPEN HOUSE

3.1 MEETING NOTIFICATION

Due to concerns over the spread of COVID-19, a virtual open house was held in a web-based format (no in-person meeting). The information was available online from January 29, 2021 to February 15, 2021. Now that the virtual open house has concluded, the meeting materials can be found at: <http://www.odot.org/publicmeetings>.

In addition to the notification provided via the agency solicitation letters (see Section 5.0), 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, Cleveland and Pottawatomie County Commissioners, City of Tecumseh, Town of Pink, Town of Bethel Acres, Tecumseh, Little Axe 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-five (25) letters were mailed on January 27, 2021.

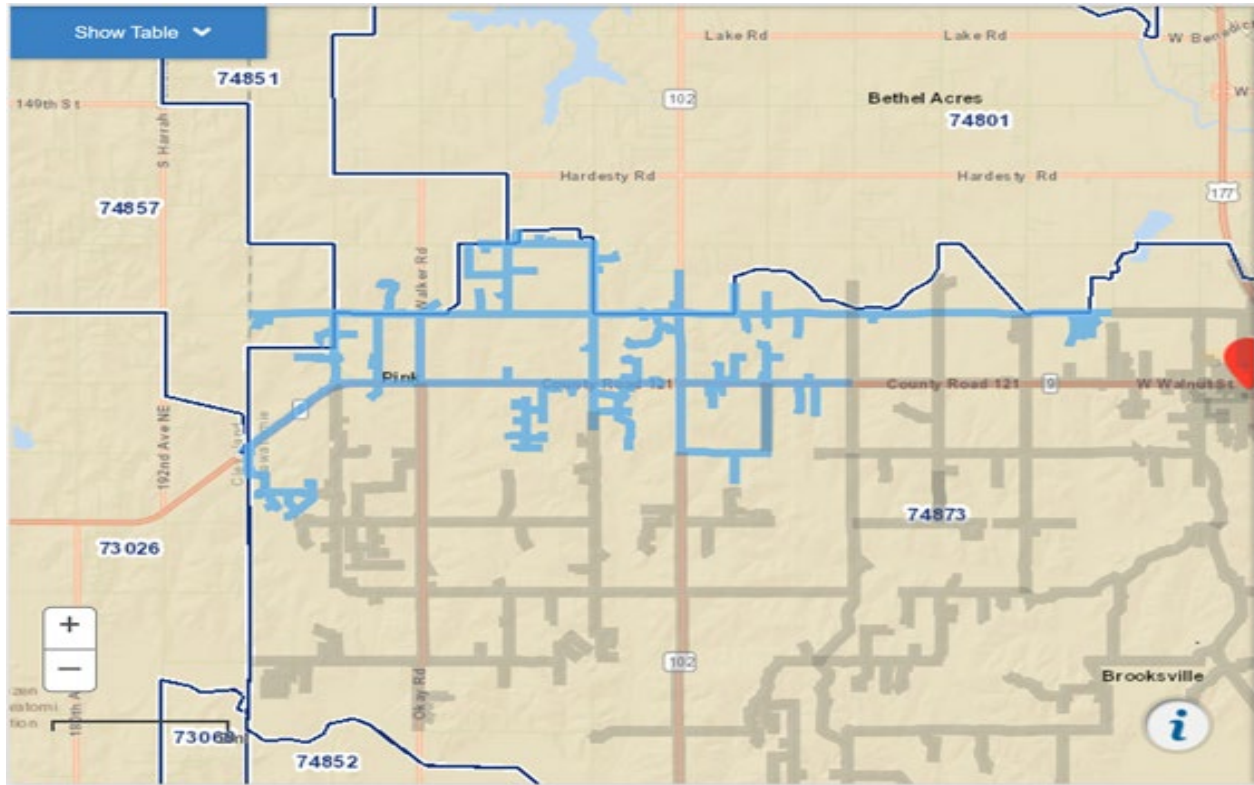
Notice of the virtual open house was also sent by pamphlet to all property owners in the study area. Eighty-nine (89) property owners were mailed the pamphlet on January 27, 2021.

3.2 OUTREACH

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

One-thousand-two-hundred-and ninety-three (1,293) pamphlets, comment forms, property rights brochures and self-addressed stamped envelopes were printed and mailed by Mercury Press Pluss and direct mailed to Tecumseh Post Office for distribution. The mailing routes were 74873-R002 with 656 deliveries and 74873-R003 with 637 deliveries.

Figure1: Direct Mail Routes



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, further increasing the opportunity for input.

3.3 MEETING INFORMATION AND FORMAT

The virtual open house was held from January 29, 2021 to February 15, 2021 to present the information on this project. An engineering consultant (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 February 15, 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. ODOT made a commitment to post responses to comments on its Public Meetings and Hearings Page for the SH-9 projects in March 2021.

4.0 COMMENTS

4.1 PHONE CALL COMMENTS

Eleven (11) 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 provided by Able Consulting.

Caller 1: Just got packet in the mail, do not know what to do, we own the Event Center. Caller was informed how to log on to the web page and was recommended to look at the interactive map, meeting presentation, right of way information and frequently asked questions. Explained that right-of-way process would begin in summer/fall of 2021 but may not hear from right of way agent until summer of 2022. Explained that the Event Center building will be a relocation due to the roadway improvements. The residential structure would not be impacted.

Caller 2: Owners of the Event Center and were in shock after talking with Able Consulting. Called back for more of a timeline and information. Caller was informed it would be six months to a year, before you hear from ODOT. Owners stated that Event Center is a popular wedding venue, and the Event Center must schedule out weddings 6 to 12 months in advance. The owners were provided ODOT Right-of-way Acquisition Branch Manager phone number for further information. The Events Center business needs to know when they will be acquired due to the nature of business. These property owners were informed to provide a written request and state how this proposed project is causing a hardship and the written request should be sent to ODOT-Project Management Division for further processing.

Caller 3: Caller is located 1/8 mile north of SH-9 on Stevens Road to the west and will not be impacted by the project. Caller asked about how much new right-of-way will be required to the north in this area. After using interactive map, it was estimated about 165 feet from existing centerline of SH-9. Caller wanted to verify the improved roadway section would have a center turn lane and two lanes in each direction.

Caller 4: Caller wanted to know if there will be impacts to property. Caller is building a tiny house and does not get on computer. Caller received two packets in the mail. Caller lives south of SH-9 to the east of Steven Road. Based on the design plans, caller's property will not be impacted. Indicated to caller that Stevens Road will be relocated to the east and the property to north of this owner (car lot) will be impacted.

Caller 5: Caller just purchased 45 acres of land in Pink and plans on developing the land into 2.5 acre lots. Caller did not receive a packet and would like one. Caller was provided packet by E-mail. Called phone again the next day and was concerned about residential development and development business. Caller puts mobile homes on 2.5 acres lots then sells them. Development has sold 3 lots, and this project is a yearlong development. Four out of 15 lots cannot sell due to proposed roadway improvements. Caller was provided ODOT Right-of-way Acquisition Branch Manager phone number for further information regarding advanced acquisition. This property owner was informed to provide a written request and state how this proposed project is causing a hardship and the written request should be sent to ODOT-Project Management Division for further processing.

Caller 6: Caller wanted to know if their property was impacted. Based on the interactive map their property is impacted and likely requires a residential relocation and total take. The right-of-way acquisition process was explained to the caller. They were informed it will likely be 6 to 12 months until you hear from right-of-way agent.

Caller 7: Caller stated they are not selling their land. Caller would not provide address.

Caller 8: No answer, caller was left a message.

Caller 9: No answer, caller was left a message.

Caller 10: Caller owns property north side of SH-9 and had questions about Brown Cemetery. Caller was mailed the direct mailing (plat map). Caller felt that map covered up property. Caller had not looked at website and was encouraged to do so. Based on the interactive map, new right-of-way will be required approximately 170 to 175 feet from existing SH-9 centerline of the roadway. Caller home will be fine, but strip right-of-way will be required by the ODOT. Caller was informed that ODOT right-of-way agent will likely be contacting owners 6 -12 months from now. The Brown cemetery was discussed. No new right-of-way will be taken from the cemetery. ODOT currently owns approximately 225 feet from the existing SH-9 centerline at the cemetery area. Caller has family members buried in cemetery behind the cemetery road to the north.

Caller 11. Caller has sold property and they want to be removed from future mailing lists. No answer, caller was left a message.

4.2 WEB PAGE COMMENTS

Nine (9) web page comments from citizens were received from the virtual open house. These comments were grouped together in common groups on the following pages along with an ODOT response.

Table 1: Web Page Comments.

Web Page Comments	
Land	
1a	The map does not include my son's house. Last year he purchased a piece of land between our house and Pink Baptist Church. His land runs right up the church's land.
	ODOT Response: Three aeriels were used to develop the interactive map that are dated April 2, 2018, May 31, 2018 and December 22, 2019. If new structures are found during right-of-way acquisition, the structures will be included in the acquisition process.
Intersection of SH-102 and SH-9	
2a	The intersection at 102 & 9 does not need stop signs it needs stop lights.
3b	Roundabouts are a no go for the Intersection of Hwy 102 and Hwy 9, which is also a high accident area already. Many elderly drivers in this area will not be able to negotiate a roundabout without more accidents and fatalities.
3d	Stop signs located on Hwy 102 have already proven ineffective in stopping accidents at the intersection of Hwy 102 and Hwy 9. Need to install stop lights with turn lane arrows instead of stop signs at this intersection.
4a	Will the speed limit be reduced at the intersection of sh-102 & 9 intersection if a j-turn system is constructed? lower speeds should reduce the chances for vehicle crashes.
6a	Will there be a 4 way stop at SH-102 and SH-9? Will the large hill there be leveled more? Will construction take place during the days or both evening and days? What will you be doing to keep the current community safe when this project starts because Okay Road and 102 will become even more dangerous during construction?
8a	I like the J turn proposal the best for the intersection at HWY 9 and 102. There are too many serious accidents at 102 and HWY 9 intersection. Something needs to change ASAP. A 4- way stop sign and 45-mile speed limit with more lighting at the intersection. Speed bumps coming to the intersection like they have at the intersection of Bethel and HWY 9. Or just shut down access from HWY 102 to HWY 9. It is dangerous for everyone when there is another accident there, especially when traveling East on HWY 9 coming over that hill towards the intersection. Emergency vehicles are everywhere just over the hill and usually nowhere to get out of the way of traffic to avoid being hit. Please make some improvements ASAP.
9a	I am wondering if the option is available to create a raised highway, raising highway 9 using the hill at Brown Cemetery from the west rising over Highway 102 and descending approximately 75 feet west of the Dollar General. Creating on and off ramps to Highway 102. Installing more lighting and reducing the speed to allow for business and promote future business. My work history has been in Law Enforcement in Pottawatomie County with a lot of Highway safety grant Enforcement in the very area we are attempting to fix. I am excited to see Highway 9 become a 4 lane Highway, but I also understand with better roads comes higher speeds. With the improvements to Highway 102 and Highway 9 if we cannot accommodate easy access and prepare for high speeds then we need to make the road so rough that you have to slow down. As for right now to improve a lot of lighting and

	reduce speed with a lot of enforcement making the intersection a (NO TOLERANCE SAFETY CORRIDOR).
	ODOT Response: With the current design, a conventional intersection is proposed at SH-9 and SH-102. SH-9 will operate normally with 2-lanes of through traffic east and west bound. SH-102 will be controlled with stop signs north and south bound. The intersection will operate similarly to the existing. Potential future alternatives for the SH-9 and SH-102 intersection include a J-turn intersection or roundabout intersection. ODOT has not yet determined the future improvements to the intersection to move forward with and this input is appreciated.
Okay Road Intersection	
3a	I have lived in this area since 1958, so here are some comments 1. How many do you plan to kill at the intersection of Okay Road and Hwy 9 after you complete this 4-lane widening project? Due to limited lines of sight in both eastbound and westbound directions on Hwy 9, this is a high accident location already. Unless the low spot at Bullfrog Creek is filled and raised or the hill the intersection is in is cut down, oncoming traffic cannot be seen, especially if turning left off of Hwy 9 onto Okay Road when west bound. Vision to the east is limited when crossing Hwy 9 from Okay Road on the south side of the intersection to Walker Road on the north side of the intersection. There have been several fatalities at this intersection over the years and no improvements or signage have stopped the frequent accidents at this location because of the limited lines of sight westbound, eastbound and southbound because of the hill on Okay Road just as you come to the intersection.
6b	At Okay Rd. and SH-9 will there be a 4 way stop, or with the large hill there be leveled so you can see traffic in both direction?
	ODOT Response: This crest or “hill” meets the design criteria for a design speed of 65 mph. The addition of the center turn lane, 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 deficiencies and improving safety for drivers and local property owners.
Brown Cemetery	
3c	Will this widening project miss Brown Cemetery, or will it require the movement of any present grave sights? My family and others have many deceased members of our families and friends buried here.
	ODOT Response: No new right-of-way will be taken from the Brown cemetery. ODOT currently owns enough right-of-way to make the roadway improvements in the cemetery area.
Right-of-Way	



5a	My name is Rick Henthorn I am a owner at 32740 HWY 9 Tecumseh and I'm curious how much more right of way you need and where is it measures from. I cannot really make out the numbers on your map.
	ODOT Response: Based on the address you provided, at this location, from the existing centerline of SH-9, ODOT will need approximately 170 feet to the north for the proposed roadway improvements.
Construction	
6c	Will construction take place during the days or both evening and days? What will you be doing to keep the current community safe when this project starts because Okay Road and 102 will become even more dangerous during construction?
7a	A two- or two-and-a-half-year construction time duration gave me goosebumps. We should incentivize the construction contract time allowing contractors motivation to shorten the contract as much as possible. Disincentives are certainly appropriate for not completing the project on time.
	ODOT Response: The contractor will be given a certain number of days to construct the project. Incentives and disincentives for speed of construction can be provided in roadway construction contracts and that decision will be made closer to letting the project to construction.

4.3 INTERACTIVE MAPS COMMENTS

Twenty-two (22) interactive map comments were received from the virtual open house. These comments were grouped together in common groups below along with an ODOT response.

Table 2: Interactive Map Comments.

Interactive Map Comments	
Intersection of SH-102 and SH-9	
1	I support the J intersection. I have seen an intersection similar to this in Michigan and found it to be very efficient and much safer.
7, 8	Build an overpass, Hwy 9 over SH-102. Remove stop signs on SH-102. More lanes on Hwy 9 = more time in intersection from stop sign on Hwy 102 = more accidents. A roundabout at Hwy 9 and SH-102 will cause accidents. East bound motorists cresting the hill just west of SH-102 will not have time to stop if traffic is backed up at a roundabout.
21	A roundabout here would slow the traffic and eliminate T-bone crashes. But reducing to one lane in the roundabout would be a gigantic fail, as that would back up traffic on Hwy 9. Keep it 2 lanes through the roundabout. People will learn to use it.
22	Please go with the roundabout at the intersection of HWY 9 and 102.
	ODOT Response: With the current design, a conventional intersection is proposed at SH-9 and SH-102. SH-9 will operate normally with 2-lanes of through traffic east and west bound. SH-102 will be controlled with stop signs north and south bound.

	The intersection will operate similarly to the existing. Potential future alternatives for the SH-9 and SH-102 intersection include a J-turn intersection or roundabout intersection. ODOT has not yet determined the future improvements to the intersection to move forward with and this input is appreciated.
	Driveways
2	I just developed this property (32796 SH-9, Tecumseh, OK) and will need a new drive installed. The current driveway access is inadequate. I will need to coordinate with the highway department to move the entrance location.
10	A driveway may be requested to be added here during ROW acquisition negotiations - near Okay road
	ODOT Response: Existing driveways will be provided a new asphalt driveway from the SH-9 roadway to the right-of-way line. Moving a driveway will have to be negotiated during the right-of-way acquisition process. If you need an additional new driveway at your own cost, a driveway permit can be requested from the ODOT Field District 3, please call (580)-332-1526 for approval or denial.
	Right-of-Way
3, 4, 5	I own the property on the SE corner of Hwy 9 and Fish market Rd. My property is currently around 5 acres in size after the last time you all took more right of way to widen the highway. Your proposed redline on this map indicates you want to take over half. I propose you redraw this red line to correspond to the actual roadway proposed. The straight line proposed is excessive taking. If I decide to develop this property with roadway access your ROW would inhibit normal designs. Please reduce the redline to correspond to the roadway, not the straight line proposed.
	ODOT Response: The interactive map showed what property ODOT anticipates needing to acquire for the project. If your property is affected, an agent will contact you in the future. The red line accounts for pavement, drainage, toe of slopes or top of cut, utilities and safety slopes. We will take a second look at the proposed R/W lines at this location.
	Near Fish Market Road
6	We would like to talk to someone concerning this matter. Thank you. - Near Fish Market Road
15	Why more right of way on west side of Fish market than east side?
	ODOT Response: The interactive map showed what property ODOT anticipates needing to acquire for the project. If your property is affected, an agent will contact you in the future. At Fish Market road, the additional right-of-way is needed for the drainage, toe of slopes and utilities.
	Church Building
9	Are you aware that there is a septic tank and lateral line on the north side of this Church building?

	ODOT Response: The design team was not aware of the utilities on the property. ODOT will discuss any impacts to and potential relocation of exiting private utility lines with the property owner during the acquisition process.
	Water Well and Pump House
11	At 32517 Hwy 9. What will become of the existing water well pump and pump house? Is it included in acquisition of right-of-way? If it is not will we be able to continue using it?
	ODOT Response: Utilities to buildings, such as water wells and pumps houses, must be able to be maintained or moved or else the structure will be relocated.
	Septic Lateral Lines
12	Our septic lateral lines run under the new proposed construction. Will ODOT reimburse for moving these lines and what steps do I need to take to get reimbursed for moving them. And how long do I have to get them moved?
	ODOT Response: Yes, if the septic tank or lateral lines must be moved subsequent to right-of-way acquisition, ODOT will pay damages.
	Water Well and Driveway
13	There is a domestic water well here that supplies house and barn. A new well will be required.
14	Obviously, this house will be removed, however the depiction of a massive driveway for the remaining houses seems a bit off
	ODOT Response: Utilities to buildings, such as water wells, must be able to be maintained or moved or else the structure will be relocated. Existing driveways will be provided a new asphalt driveway from the SH-9 roadway to the right-of-way line. 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. If a new well must be established subsequent to right-of-way acquisition, ODOT will pay damages.
	Other
16	These three properties will be rendered worthless
17	Cannot put a gate
18	This is an abandoned oil drilling site. The uncapped well may be in the new right of way.
19	This
20	Take someone's home but save the church across the road.
	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. Please let the right-of-way agent be aware of the concerns of gate and uncapped wells.

4.4 WRITTEN COMMENTS

Six (6) written comments were received from the virtual public meeting. Public written comments were made regarding land impacts, traffic law enforcement, bridge replacement, support for the project and Walker and Okay Road turning lane request.

Table 3: Written Public Comments

Written Comments	
Land	
1a	I own 18.2 acres at the SE corner of OK Road {aka Arena Rd) and Highway 9. According to your aerial provided, it appears you will be needing portions of my property for the new project. I plan to break my 18.2 acres into 3 tracts as shown on my attached aerial. I have marked 3 places on the aerial where I will be needing access to the 18.2 acres. I would hope that you can plan for the two entrances off Highway 9 as I have indicated on the aerial. If you have to work on the intersecting road, Arena Road, I would like to get an access point as shown on my attached aerial. Please let me know if you have any questions
	ODOT Response: As your property is affected, a right-of-way agent will contact you in the future and at that time, you can coordinate with the right-of-way agent on access points. While authorization to start the acquisition process is anticipated in spring of 2021, it may be fall of 2021 before agents begin contacting landowners.
Traffic Law Enforcement	
2a	It would not matter what construction course you take, as long as drivers are allowed to operate vehicles unchecked. Good traffic law enforcement is the first key to a safer road.
	ODOT Response: ODOT is not responsible for law enforcement but agrees that enforcement is critical for driver safety.
Bridge	
3a	Please fix the bridge my family would make use of it often.
	ODOT Response: The bridges will be replaced in the project area.
Support for the Project	
4a	As a very frequent commuter on the entire SH-9 from Sh-102 to Norman - I just want to say that: Yes, Yes, Yes, Yes, Please. The sooner the better.
5a	I think it is great!
6a	Hoping we can everyone best reasonable.
	ODOT Response: Thank you for the support.
Walker and Okay Road	
5b	Maybe a turning lane on Walker Road and Okay Road.

ODOT Response: The addition of the center turn lane; 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. 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.

5.0 AGENCY SOLICITATION LETTERS

Agency solicitation letters were mailed January 27, 2021, during the virtual open house. These letters provided a short project description, website link, and enclosed project location and project area maps. The letter requested recipients provide input by February 15, 2021 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

Four (4) agency letter responses were received and are summarized below along with an ODOT response.

- 1) The **Oklahoma Corporation Commission** was unable to find any new intents or permits within the nine sections in Pottawatomie County highlighted on your project map.

ODOT Response: This comment is noted and appreciated.

- 2) 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.

- 3) The **Oklahoma Department of Environmental Quality (DEQ)** stated no adverse environmental impacts under DEQ jurisdiction are anticipated for either 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. For Project #1, since this project is located within the Oklahoma City Metropolitan Statistical Area (MSA), any burning associated with land clearing operations must be conducted using an Air Curtain Incinerator.

C. For Project #2, any burning associated with land clearing operations must be conducted in accordance with OAC 252:100, Subchapter 13.

D. For both projects, it is unclear if water and wastewater utilities will need to be relocated as part of the projects. If so, 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.

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.

- 4) The **Bureau of Indian Affairs (BIA)** stated there are Southern Plains Region tribal or Individual Indian trust lands within the project area, specifically Absentee Shawnee Tribe lands. The BIA's only concern is that the tribe, landowner(s) and all Section 106 of the National Historic Preservation Act consulting parties are consulted and concur with the proposed projects.

ODOT Response: As part of Section 106 process the following tribes were consulted, Absentee Shawnee Tribe, Citizen Potawatomi Nation, Osage Nation, and Wichita & Affiliated Tribes. Consent was not achieved for five tribal properties and these parcels were avoided for all environmental studies.

6.0 DATA ANALYTICS AND SIGN IN

There is data analytics from the SH-9 webpage virtual public input page. Attendee participation included 245 unique users with 1,130 views. According to website analytics, the top engagement location was listed as Oklahoma City at fifty-six (56) new users, followed by Norman with thirty-two (32) new users. Two (2) signed in for the meeting on the webpage.