



Virtual Open House Meeting Summary

US Highway 270

from MacArthur St. south
2.1 miles to Kickapoo Spur
Interchange, extending 0.3 miles south

Pottawatomie County

Job Piece Number 31872(04)

Held January 12, 2022, through January 26, 2022

www.odot.org/US270Shawnee

Prepared by:



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1.0 EXECUTIVE SUMMARY

This document summarizes a Virtual Open House conducted for the reconstruction of a portion of US-270 from MacArthur Street south 2.1 miles to the Kickapoo Spur Interchange, extending 0.3 miles south to the bridges over the Union Pacific Railroad in Pottawatomie County. Due to ongoing concerns about COVID-19, this Virtual Open House was held from January 12, 2022, to January 26, 2022, at www.odot.org/US270Shawnee.

The purpose of the project is to reconstruct the pavement of US-270 to increase the longevity of the pavement and reconstruct the ramps at the Kickapoo Spur Interchange to improve the level of safety and operations of the interchange. The reconstruction of the pavement is needed because the condition of the existing pavement has deteriorated to an unsatisfactory level

Attendee participation included 66 page views. Six (6) users signed in for the meeting on the webpage. One (1) phone call message and two (2) written comments were received. The received public comments have been grouped together by topic and summarized below, and responses follow each topic. A summary of public comments is included as **Table 1** and written public comments is included as **Table 2**.

One (1) agency provided responses to our solicitation of comments, and below is a summary of their comment:

The Oklahoma Department of Environmental Quality (DEQ) commented that no adverse environmental impacts under DEQ jurisdiction are anticipated, and a Notice of Intent will need to be submitted for authorization by Construction General Permit OKR10.

Table 1: Summary of Public Comments

Public Comment Topic	Tally
Approves of the Project	1
Traffic and Safety Concerns	2

Topic – Approves of the Project

Topic Summary: One commenter stated their approval of the proposed project.

Response: *ODOT appreciates your input. Thank you for taking part in the public involvement process for this project.*

Topic – Traffic and Safety Concerns

Topic Summary: Two commenters stated specific safety and traffic concerns regarding the proposed project. One commenter suggested that the left-turn lane on US-270 at MacArthur Street going south needs to be made longer and the streetlight on US-270 at Acme Road needs a longer yellow light or added caution lights. This commenter also stated other specific design suggestions regarding the Kickapoo Spur Interchange to help the overall flow of traffic be more efficient and safer. Another commenter asked if ODOT is anticipating improvements to the intersection at MacArthur/177.

Response: *Thank you for your attached comment regarding our project on US-270, J/P 31872(04). Currently this project stops about 1000ft south of MacArthur and it would actually be against state statutes for us to extend the project after interviewing and hiring a designer. At this time we do not have any projects in our 8-year work plan at this intersection. That said, safety is absolutely our number one priority. We add projects to the work plan every year, and one of the criteria we consider is areas with high collisions. If this intersection is already showing high collisions it may be something we can add during our rebalancing. If it is a hazard that can be mitigated with simpler measures such as improved signage, all the better-- these sorts of improvements can happen on a much shorter timescale. I can't guarantee that we will address this intersection in the next few years, as we must balance needs across the state, but I have forwarded your comment to our District Engineer so it is at least in his mind. Another step you could take would be to raise your concerns with the County Commissioners (this intersection is outside of city limits) and if they agree that this intersection warrants further investigation, they can escalate the request. I hope this has been helpful, and once again, thank you for the interest you've taken in ODOT projects.*

Overall, four comments were received in regards to the proposed reconstruction of US-270. Two written comments were received regarding traffic and safety at specific intersections, one phone call comment expressing general support for the project, and one agency response was received from the Oklahoma DEQ. No comments were provided that indicated any specific concerns related to environmental justice (EJ) communities. There was no significant objection to the proposed project.

2.0 INTRODUCTION

This document summarizes a Virtual Open House conducted for US-270 from MacArthur Street south 2.1 miles to the Kickapoo Spur Interchange, extending 0.3 miles south to the bridges over the Union Pacific Railroad in Pottawatomie County. The purpose of the virtual open house was to present the proposed design for US-270 and obtain input.

The purpose and need of the project are to reconstruct the pavement of US-270 to increase the

longevity of the pavement and reconstruct the ramps at the Kickapoo Spur Interchange to improve the level of safety and operations of the interchange. The reconstruction of the pavement is needed because the condition of the existing pavement has deteriorated to an unsatisfactory level. The existing lanes are 12 feet wide with 10 foot wide outside shoulders and 4 foot wide inside shoulders. The current average daily traffic (ADT) is 16,240 vehicles per day and is projected to increase to 22,740 vehicles per day by 2040.

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 reconstructing the pavement of US-270 from MacArthur Street south 2.1 miles to the Kickapoo Spur Interchange, extending 0.3 miles south to the bridges over the Union Pacific Railroad. The cable median barrier will be removed and reset in the central median. The Kickapoo Spur Interchange will be modified to a traditional diamond interchange by removing the two existing southbound on and off loop ramps and replacing them with modified taper-style ramps. The northbound on and off-ramps will be reconstructed to improve the pavement.

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 12, 2022 to January 26, 2022. 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), a 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 Commissioners, Deputy Historic Preservation Officer, Oklahoma State Archeologist, Central Oklahoma Economic Development District, City of Shawnee officials, and emergency service and providers in the project area. The following tribes were also notified: Absentee Shawnee Tribe, Citizen Potawatomi Nation, Kickapoo Tribe of Oklahoma, Osage Nation, Sac & Fox Nation, and the Wichita & Affiliated Tribes. Several community organizations, including 11 places of worship, 8 Shawnee Public Schools, Kickapoo Casino Shawnee, Mabee-Gerrer Museum of Art, Shawnee Regional Airport, Oklahoma Baptist University, and the Heart of Oklahoma Exposition Center were also sent notice of the virtual open house via pamphlet. 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 by a map and comment form. Fifty-six (56) letters were mailed on January 10, 2022.

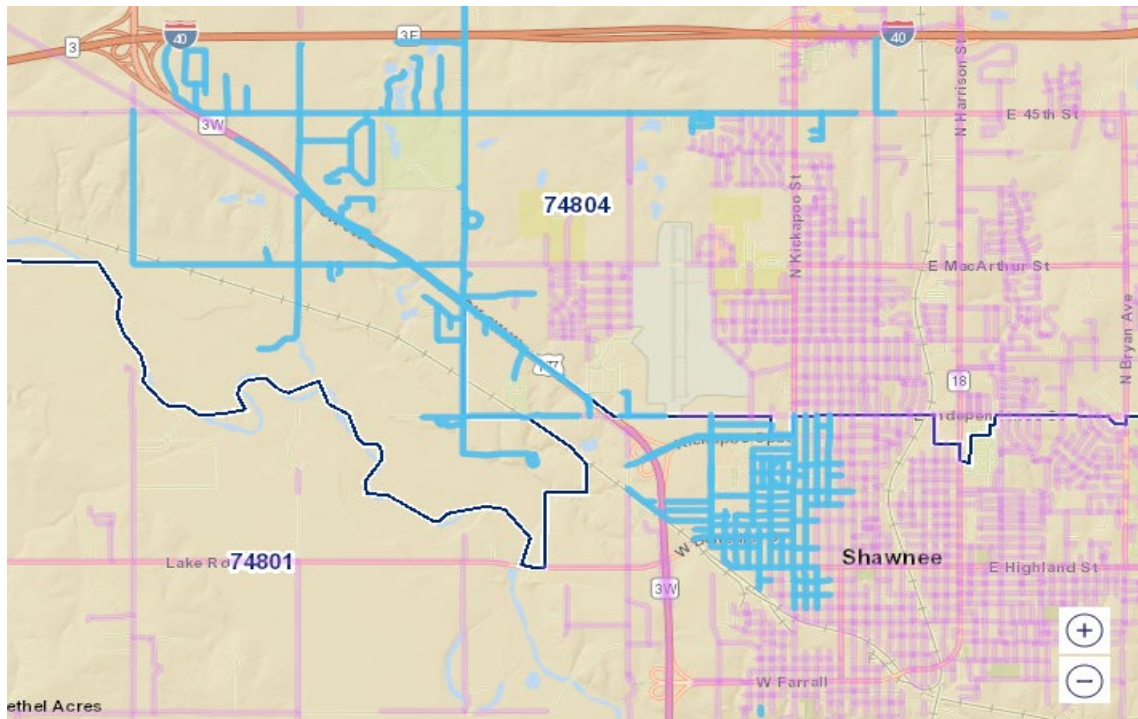
Notice of the virtual open house was also sent by pamphlet to all property owners in the study area. Thirty-six (36) property owners were mailed the pamphlet on January 10, 2022.

3.2 OUTREACH

Outreach was provided by a direct mailing by the post office to three (3) postal delivery routes along the project area as noted in blue in **Figure 1** on the following page.

One-thousand-seven-hundred-and eighty (1,780) pamphlets were printed and mailed by Quik Print and direct mailed to Shawnee Post Office for distribution. The mailing routes were 74804-R010 with 542 deliveries, 74801-C003 with 637 deliveries, and 74801-C010 with 601 deliveries.

Figure 1: 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 US-270 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 12, 2022, to January 26, 2022 to present the information on this project. An engineering consultant (CEC) hosted a website that included tabs for sign-in and handout, environmental studies, noise studies, right-of-way information, submit a comment and frequent questions.

All comments were requested to be received on or before January 26, 2022. Written comments could be submitted by mail, email, or online comment form as described on the Submit a Comment page. A copy of the US-270 Virtual Open House Meeting Summary will be posted on ODOT's website; as this summary serves as the collective of all the public comments.

4.0 COMMENTS

4.1 PHONE CALL COMMENTS

Interested parties had the option to call ODOT with comments regarding the proposed project. One (1) phone call message was received from the virtual open house.

Caller 1: "...US-270 project in Pott County to straighten up the Kickapoo exit. I'm glad to see that it is getting bid and released and as soon as you can get it straightened up I would appreciate it for one. All the roads help all of us all the time. So, I appreciate your hard work and effort up there..."

ODOT Response: *ODOT appreciates your input. Thank you for taking part in the public involvement process for this project.*

4.2 WRITTEN COMMENTS

Two (2) written comments were received from the virtual public meeting. Public written comments were made regarding traffic and safety and general support for the project.

Table 2: Written Public Comments

Written Comments	
Safety/Traffic Concerns	
1a	<p>I think the left turn lane on US-270 at MacArthur Street going south needs to be made longer. Because of it's short distance, commuters have to slow down drastically in a short time and disrupt southbound traffic.</p> <p>The streetlight on US-270 at Acme Road needs a longer yellow light or added caution lights like the lights that were added to the West 45th Street intersection. With the speed limit being 65 mph, commuters have to slam on their breaks when the light turns yellow because it is only about 2 seconds before it turns red. Also, it causes unnecessary wear on commuters' brakes.</p> <p>The Kickapoo Spur Interchange needs an overhaul. I know the area is tricky as far as the topography, but it would be ideal if the southbound on ramp and exit were not loops. It would be more efficient and safer if the southbound exit ramp was before the on ramp. The crossover there is too short for a smooth exchange. I think the exit ramp should be a traditional ramp without the look and it should start before the current on ramp. The current location of the exit ramp would be ideal for the on ramp. Also, the on ramp at the Kickapoo Spur Interchange going northbound would be far better if it was repaved and straightened out a little. The angle and curve of it is inefficient and rough.</p> <p>As a daily commuter from downtown Shawnee to OKC, I feel my proposed changes would help the flow of traffic be more efficient and safer.</p>
	<p>ODOT Response: <i>ODOT appreciates your input. Thank you for taking part in the public involvement process for this project.</i></p>
2a	<p>Question: Will ODOT improve the intersection at MacArthur/177?</p> <p>As traffic numbers increase the southbound traffic turning off 177 onto east bound MacArthur will only become more dangerous than it is currently. Traffic at this intersection is trying to go east, west, north or south and poses a real hazard, due mainly to the high rate of speed on 177. Would like ODOT to consider some way of ameliorating this increasing traffic collision risk. Proposal on Kickapoo Spur is good if it is reconfigured to keep southbound 177 and eastbound exiting onto Kickapoo Spur and entering southbound traffic onto Kickapoo Spur from crossing. Thanks for allowing us comments.</p>
	<p>ODOT Response: <i>Thank you for your attached comment regarding our project on US-270, J/P 31872(04).</i></p>

Currently this project stops about 1000 ft south of MacArthur and it would actually be against state statutes for us to extend the project after interviewing and hiring a designer. At this time we do not have any projects in our 8-year work plan at this intersection.

That said, safety is absolutely our number one priority. We add projects to the work plan every year, and one of the criteria we consider is areas with high collisions. If this intersection is already showing high collisions it may be something we can add during our rebalancing. If it is a hazard that can be mitigated with simpler measures such as improved signage, all the better-- these sorts of improvements can happen on a much shorter timescale.

I can't guarantee that we will address this intersection in the next few years, as we must balance needs across the state, but I have forwarded your comment to our District Engineer so it is at least in his mind. Another step you could take would be to raise your concerns with the County Commissioners (this intersection is outside of city limits) and if they agree that this intersection warrants further investigation, they can escalate the request.

I hope this has been helpful, and once again, thank you for the interest you've taken in ODOT projects.

5.0 AGENCY SOLICITATION LETTERS

Agency solicitation letters were mailed on January 10, 2022, prior to 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 January 26, 2022 and included a link to the project presentation information. This letter was sent to twenty (20) State and Federal agencies including the US Army Corps of Engineers and numerous State agencies.

5.1 AGENCY COMMENTS AND ODOT RESPONSES

One agency letter response was 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 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 Notice of Intent (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 these projects. If relocation is necessary, please note that water and wastewater infrastructure projects that will require a construction permit from DEQ's Water Quality Division including 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.
- 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: No response required.

6.0 DATA ANALYTICS AND SIGN IN

There is data analytics from the US-270 webpage virtual public input page. Attendee participation included 66 page views. Six (6) users signed in for the meeting on the webpage. One (1) phone call message and two (2) written comments were received.