



PUBLIC INVOLVEMENT SUMMARY

**US-412 and US-81
Improvements through Enid
Garfield County
JP #32688(04)(10)(11)**

Prepared for:



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EXECUTIVE SUMMARY

This document summarizes the public involvement program associated with the proposed US-412 and US-81 improvements through Enid. A virtual open house was held to obtain public input on the proposed improvements. Summaries of the comments received are presented in **Tables ES.1 and ES.2.**

TABLE ES.1: AGENCY COMMENT SUMMARY

Agency	Comment
Oklahoma Department of Environmental Quality (ODEQ)	<ul style="list-style-type: none"> • Noted that construction projects disturbing greater than 1 acre require storm water permitting • Stated that some water or wastewater infrastructure projects require construction permitting • Provided Water Quality Division contact
Oklahoma Tourism and Recreation Department	<ul style="list-style-type: none"> • Noted a 6(f) boundary around US-412 from Garland Road east to 30th Street and on US-81 near where your project will take place. • Ask how far sidewalks will be placed within the 6(f) boundaries • Noted that if ADA sidewalks, would be perceived by OTRD as enhancement of the property
Oklahoma Corporation Commission (OCC)	<ul style="list-style-type: none"> • Noted that the letter was forwarded to the Kingfisher District OCC office

TABLE ES.2: PUBLIC COMMENT SUMMARY

Comment Topic #	Comment Description	# of Comments on Topic
1	Support for the projects	1
2	Technical issues with the website or difficulty understanding the projects	3
3	Request more consideration for monarch butterflies along US-81	1
4	Proposed need for US-412 and US-81 controlled access bypasses of Enid	1
5	Request for ODOT consideration of roadways outside the project scope	2
6	Suggestion of a roundabout at the intersection of US-412 and US-81	1
7	Question about improvements regarding traffic flow near the US-412 and Cleveland St. intersection	1
8	Concern about access during construction	2
9	Concern about impacts to landscaping and commercial signage along the projects.	1
10	Curious about the work to be done by others.	1
11	Concern about pavement condition, railroad crossing approaches, curb condition, pavement striping, and need for more sidewalks.	1
12	Concern about traffic flow in the westbound direction and median design in the eastern leg of the US-412 and US-81 intersection.	1
13	Request to improve the lane configuration on US-81 from Maine St. north to Randolph Ave.	1

1 PROJECT INTRODUCTION

This summary documents the virtual public involvement program implemented for proposed improvements to US-412 and US-81 through Enid in Garfield County, JP #32688(04)(10)(11). The public involvement program consisted of a 2024 virtual open house to present the proposed improvements and solicit public input.

2 VIRTUAL PUBLIC OPEN HOUSE

2.1 OPEN HOUSE NOTIFICATIONS

The public open house was held in a virtual format, using the publicinput.com platform. The purpose of the virtual open house was to present the proposed improvements to US-412 and US-81 and obtain public input. Letter notifications of the virtual open house were sent February 15, 2024 to Federal and state agencies (with a location map) and to Federal and state elected officials (with a location map and pamphlet explaining the purpose and need for the project).

Letter notification was also sent to landowners and utilities in the study area (with a location map and a comment form with a postage-paid ODOT return envelope).

Lastly, to notify as many potential stakeholders as possible, 5,897 postcard notifications of the virtual open house were mailed to the mailing routes in the project area through Every Door Direct Mail service.

2.2 VIRTUAL PUBLIC OPEN HOUSE

The virtual open house website was made available for the public's review and input for two weeks (February 19 – March 4, 2024), and comments were requested by March 4, 2024. The virtual open house included:

- project information in text format
- an interactive map of improvements
- summary of environmental constraints
- right-of-way information, including copies of ODOT's property rights and relocation brochures
- a list of frequently-asked questions
- instructions how to submit a comment on the project

After the public comment period ended, the website was closed to the public and all materials moved to the ODOT website.

2.3 SUMMARY OF OPEN HOUSE COMMENTS

2.3.1 AGENCY COMMENTS

Three (3) agency comments were received and are summarized in **Table 2.3.1**.

TABLE 2.3.1: AGENCY COMMENT SUMMARY

Agency	Comment
Oklahoma Department of Environmental Quality (ODEQ)	<ul style="list-style-type: none"> • Noted that construction projects disturbing greater than 1 acre require storm water permitting • Stated that some water or wastewater infrastructure projects require construction permitting • Provided Water Quality Division contact
Oklahoma Tourism and Recreation Department	<ul style="list-style-type: none"> • Noted a 6(f) boundary around US-412 from Garland Road east to 30th Street and on US-81 near where your project will take place. • Ask how far sidewalks will be placed within the 6(f) boundaries • Noted that if ADA sidewalks, would be perceived by OTRD as enhancement of the property
Oklahoma Corporation Commission (OCC)	<ul style="list-style-type: none"> • Noted that the letter was forwarded to the Kingfisher District OCC office

2.3.2 OPEN HOUSE COMMENTS

Ten (10) public comments were received within the open house public comment period. Upon review of the comments, it was determined the comments could be grouped into 13 comment topics, as summarized in **Table 2.3.2**.

TABLE 2.3.2: PUBLIC COMMENT SUMMARY

Comment Topic #	Comment Description	# of Comments on Topic
1	Support for the projects	1
2	Technical issues with the website or difficulty understanding the projects	3
3	Request more consideration for monarch butterflies along US-81	1
4	Proposed need for US-412 and US-81 controlled access bypasses of Enid	1
5	Request for ODOT consideration of roadways outside the project scope	2
6	Suggestion of a roundabout at the intersection of US-412 and US-81	1
7	Question about improvements regarding traffic flow near the US-412 and Cleveland St. intersection	1
8	Concern about access during construction	2
9	Concern about impacts to landscaping and commercial signage along the projects.	1
10	Curious about the work to be done by others.	1
11	Concern about pavement condition, railroad crossing approaches, curb condition, pavement striping, and need for more sidewalks.	1
12	Concern about traffic flow in the westbound direction and median design in the eastern leg of the US-412 and US-81 intersection.	1
13	Request to improve the lane configuration on US-81 from Maine St. north to Randolph Ave.	1

2.3.3 RESPONSES TO PUBLIC COMMENTS

ODOT has prepared responses to each of the thirteen (13) comment categories, as listed in the following text. These responses will also be posted on the ODOT public meeting website for the project.

Comment Topic #1: Support for the projects

ODOT Response: Thank you for your comment. ODOT values your participation in this process and your comment has been included in the project record.

Comment Topic #2: Technical issues with the website or difficulty understanding the project

ODOT Response: We apologize for any technical issues accessing the website or difficulty understanding the projects. After receiving the comment, additional testing was done to ensure the website was accessible through all access points including the website URL, the link on ODOT's public involvement page, and the QR codes located on the postcards and pamphlets. For more information about the projects or assistance in project understanding, please email environment@odot.org or call 405-325-3269 and leave a detailed message.

The right-of-way linework presented on the public meeting website was created by overlaying detailed survey information on Google Maps aerials. Because these aerials are projected at a different precision than the surveyed linework, the resulting right-of-way linework is depicted as going through buildings, when in fact the right-of-way is along the face of the building. These buildings and the surrounding area have been accurately surveyed and incorporated into the project plans, and no buildings are anticipated to be acquired or relocated. We apologize for any confusion regarding depiction of the right-of-way linework on the aerials.

Comment Topic #3: Request more consideration for monarch butterflies along US-81

ODOT Response: The United States Fish and Wildlife Service (USFWS) currently lists the monarch butterfly as a candidate species, although it is not yet listed or proposed for listing. This means that consultation with USFWS under Section 7 of the Endangered Species Act is not required. However, the identification of candidate species can assist environmental planning efforts by providing advance notice of potential listings, and by allowing landowners, resource managers, States, Tribes, range countries, and other stakeholders to take actions to alleviate threats and thereby possibly remove the need to list species as endangered or threatened.

ODOT's Monarch Program, which was established in 2016, aims to promote a native pollinator habitat along Oklahoma's roadways. ODOT is also one of the first signatory partners to the nationwide Monarch Candidate Conservation Agreement with Assurances (CCAA) Program. The CCAA is a formal agreement between the USFWS and ODOT to address the conservation needs of at-risk species before they become listed as endangered or threatened. ODOT has voluntarily committed to enhance, restore, or maintain habitat to benefit the species with the goal that listing may become unnecessary. ODOT's collaboration with state and national partners has resulted in the commitment of over 10,000 acres of transportation rights-of-way to protect Monarch butterflies and other pollinators, enhancing the state's travel experience with native wildflowers and habitats. Under the Monarch Program, ODOT refrains from mowing the highway rights-of-way statewide, except where necessary, until July when the flowers are primed for seed dispersal. The

Department still mows in urban areas and safety zones, which includes medians and rights-of-way up to 30 feet from the pavement's edge. The US-412 and US-81 through Enid projects are classified as an urban area and therefore, for safety reasons, must be kept mown.

Comment Topic #4: Proposed need for US-412 and US-81 controlled access bypasses of Enid

ODOT Response: The scope of the current project is to rehabilitate the pavement by replacing select concrete panels and adding Americans with Disabilities Act (ADA) compliant pedestrian routes including sidewalks, ramps, and cross walks. To date, no specific studies have been performed to validate bypasses of US-412 or US-81. Further, based on the traffic numbers, there is not a large volume of heavy truck traffic even though US-412 is a freight corridor. Heavy truck traffic is typically an indicator of when bypasses are warranted.

Additionally, bypasses can sometimes have an impact on the socio-economics of an area, specifically traffic-dependent businesses like gas stations, restaurants, etc. Such impacts would need to be evaluated as part of any bypass study.

Comment Topic #5: Request for ODOT consideration of roadways outside the project scope

ODOT Response: Thank you for your comment. ODOT values your participation in this process and your comment has been included in the project record. ODOT's 8-Year Construction Work Plan shows all the ODOT projects that are currently scheduled. The plan can be seen on ODOT's website: [ODOT Construction Projects \(oklahoma.gov\)](https://oklahoma.gov/odot/construction-projects). This plan shows what the improvements are and when right-of-way acquisition, utility relocation, and construction is scheduled to begin. This plan is updated regularly and can be used to identify areas or projects of interest throughout the state.

Comment Topic #6: Suggestion of a roundabout at the US-412/US-81 intersection

ODOT Response: The scope of the current project is to rehabilitate the pavement by replacing select concrete panels and adding Americans with Disabilities Act (ADA) compliant pedestrian routes including sidewalks, ramps, and cross walks. Specific studies and traffic modeling have not been performed to determine if a roundabout would improve traffic operations at the US-412/US-81 intersection.

When considering roundabouts, the potential for improvement of traffic efficiency is analyzed. Also, roundabouts typically require more right-of-way than a standard intersection. As the referenced intersection is in an urban area, many right-of-way constraints would need to be taken into consideration.

Comment Topic #7: Question about improvements regarding traffic flow near the US-412/Cleveland Street intersection

ODOT Response: The proposed improvements near the US-412/Cleveland Street intersection will not impact or alter the current traffic flow. Only pavement rehabilitation (replacement of select concrete panels) and the addition of The Americans with Disabilities Act (ADA) compliant pedestrian routes including sidewalks, ramps, and cross walks are anticipated near this intersection.

During construction, US-412 will remain open and phased construction will be utilized to maintain traffic with at least one lane of traffic in each direction. Additionally, access to homes, businesses, and property adjacent to the project will be maintained during all phases of construction. In some cases, temporary drives may be required until permanent drives can be restored.

Comment Topic #8: Concern about access during construction

ODOT Response: US-412 and US-81 will remain open during construction and phased construction will be utilized to maintain traffic with at least one lane of traffic in each direction. Additionally, access to homes, businesses, and property adjacent to the project will be maintained during all phases of construction. In some cases, temporary drives may be required until permanent drives can be restored.

Comment #9: Concern about impacts to landscaping and commercial signage along the projects

ODOT Response: Federal and Oklahoma law ensures that private property shall not be taken or damaged for public use without just compensation. ODOT will obtain an independent appraisal and present fair market value for damages, if incurred.

Comment #10: Curious about the work to be done by others

ODOT Response: The areas on the Interactive Map described as “work to be done by others” refers to intersection improvements at the US-412/Independence Avenue and US-412/Grand Avenue intersections. These intersection improvements have been completed by the City of Enid after ODOT surveyed the project area. ODOT is communicating with the City of Enid to ensure these US-412 and US-81 improvement projects are tying into the City’s projects appropriately.

Comment #11: Concern about pavement condition, railroad crossing approaches, curb condition, pavement striping, and need for more sidewalks

ODOT Response: Improvements of US-412 and US-81 will include replacing damaged concrete panels, relocating existing concrete joints from the vehicle path, replacing curbs and curb inlets, regrading railroad crossings, updating concrete panels and joints to extend the life of the pavement, improving road smoothness and rideability, improving intersecting operations, improving drainage, repaint pavement striping, and increasing sidewalk connectivity.

Comment #12: Concern about traffic flow in the westbound direction and median design in the eastern leg of the US-412 and US-81 intersection

ODOT Response: The scope of the current project is to rehabilitate the pavement by replacing select concrete panels and adding Americans with Disabilities Act (ADA) compliant pedestrian routes including sidewalks, ramps, and cross walks. Specific studies and traffic modeling have not been performed to determine if through traffic flows need to be adjusted.

Curbed medians are generally used to improve safety by limiting access to specific drives that are too close to an intersection i.e., access control. The current design of the curbed median in the eastern leg of the US-412 and US-81 intersection accommodates ambulance access to the hospital while still maintaining access control for the US-412 and US-81 intersection.

Comment #13: Request to improve the lane configuration on US-81 from Maine Street north to Randolph Avenue

ODOT Response: Thank you for your comment. ODOT values your participation in this process. As part of this project, ODOT is still reviewing this area to determine the best lane configuration. Your comment has been included in the project record and will be considered as ODOT reviews the lane configuration on US-81 from Maine Street north to Randolph Avenue. ODOT will post an updated response to this comment topic when the final configuration has been determined.