

# **OPEN HOUSE**

## **EXECUTIVE SUMMARY REPORT**

**Open House Date:**  
**May 13, 2025**

**IMPROVEMENTS TO SH-4 NEAR BRIDGE CREEK & TUTTLE, OK  
BETWEEN THE H.E. BAILEY TURNPIKE (I-44) & SH-37**

**GRADY COUNTY**  
**J/P No. 35161(04)**  
**Project No. J3-5161(004)**

Prepared for:



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**  
**FEDERAL HIGHWAY ADMINISTRATION**

Prepared by:



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**JUNE 24, 2025**

## **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 public Open House was held. The following is a generalized summary of the public involvement effort, the information provided as part of the outreach, and the comments and input received. ODOT responses to comments are also presented in this document.

### **OPEN HOUSE DATE & TIME**

May 13, 2025, from 5:00 – 6:30 PM

### **OPEN HOUSE LOCATION**

Bridge Creek High School Cafeteria  
2209 E Sooner Road  
Blanchard, OK 73010

### **OPEN HOUSE WEBSITE**

[www.odot.org/publicmeetings](http://www.odot.org/publicmeetings)

### **OPEN HOUSE WEBSITE AVAILABILITY**

April 29 – May 20, 2025

### **PURPOSE OF OPEN HOUSE**

To learn about the planned highway work, share your thoughts, and get answers about the SH-4 improvements.

### **PROJECT DESCRIPTION / BACKGROUND**

ODOT and the Federal Highway Administration plan to improve State Highway 4 (SH-4) to increase safety and help traffic move better. The project covers the area between Interstate 44 (I-44) and State Highway 37 (SH-37), in Grady County, Oklahoma. Right now, SH-4 has two lanes for about 3.5 miles, then changes to a four-lane road with a middle turning lane. The road surface is wearing out and there is heavy traffic. About 9,000 vehicles use this road daily, and this number is expected to almost double by 2046.

To fix these issues, ODOT plans to build a new four-lane highway with a median. Two 12-foot-wide lanes with paved shoulders will be constructed in both directions. A second bridge over Sooner Road will be added.

Other improvements include:

- Re-paving the existing curb and gutter segment.
- Straightening angled intersections, drives and entrances.
- Modifying intersections to increase safety and traffic flow.

SH-4 will stay open during construction. Access to residences, businesses and the school will be maintained.

The SH-4 and Fox Lane intersection will be improved under a separate ODOT project (JP 34262(04)). That project will widen SH-4 to four lanes with a median and build a bridge so Fox Lane traffic can cross over SH-4. Project team members will be able to answer questions about this project, too.

### **PUBLIC NOTICES**

- ODOT mailed invitation letters to various political entities, Native American Tribes, various state and federal agencies, and other interested parties on April 8, 2025. These letters provided a short project description and included information about the Open House. Enclosed with the letter was a copy of the project location map and project overview map.
- ODOT mailed invitation letters to property and utility owners on April 15, 2025. These letters provided a short project description and included information about the Open House. Enclosed with the letter was a copy of the project location map.
- ODOT mailed Open House postcards using the US Postal Service's "every door direct" mailing service to property and business owners on two mailing routes within the project area on April 29, 2025.
- No media advisory was available from ODOT MPR.

### **WEBSITE FORMAT**

The Open House materials were available for public access online at [www.odot.org/publicmeetings](http://www.odot.org/publicmeetings) between April 29 and May 20, 2025. The Open House home page specified the date, time, and location the meeting was to be held, as well as the purpose of the proposed construction and the Open House. It also provided a description of the proposed project. From the home page, on-line visitors could select from the following downloads for detailed information:

- Postcard – A PDF copy of the Open House postcard mailed via Direct Mail.
- Open House Handout – A PDF copy of the Open House handout.
- Frequently Asked Questions – A list of frequently asked questions regarding the project and their answers.
- Environmental Information – A compilation of the findings of the detailed environmental studies.
- Location Map – A map detailing the location of the project.
- Large Project Maps - An overview poster of the project area.
- Open House Rollout Map – Four rollout posters detailing the proposed project for its entire length.

### **OPEN HOUSE FORMAT**

At the public Open House, attendees were asked to add their name and contact information to a sign-in sheet. A handout was available to everyone, which described the project and illustrated the proposed project alignment. Presentation boards were set up, and personnel from ODOT, including the engineering design team, District 8, and Environmental Programs Division, were available to answer questions and take comments from the public. Attendees were encouraged to write their specific questions or concerns related to the project on the available Comment Form.

### **SUMMARY OF COMMENTS & RESPONSES**

In total, ODOT received input from three agencies, one tribe, and eight individuals/citizens. The comments and responses associated with each media are presented in the following table.

INDIVIDUAL COMMENTS	
Individual	INPUT
Respondent 1	<ul style="list-style-type: none"> <li>• Own property in the project area.</li> <li>• Requested that ODOT review the design plan to see if something can be done to eliminate right-of-way impacts on their property.</li> <li>• Planted trees as a visual and sound block to SH-4 for their house. Do not want the trees removed.</li> <li>• Understand drainage structures are being extended but asked if it could happen on the west side to lessen impacts to the property on the east side.</li> <li>• Asked why an acceleration lane was not included for the northbound turn movements from Tecumseh Road to SH-4.</li> <li>• Asked if it was possible to close Mustang Road just through their property. Would like to have Mustang Road dead-end north of Tecumseh Road and provide access from the north at Rock Creek Road.</li> <li>• Mentioned that they were approached by a contractor 1-2 years ago about using their property for any excess excavation from the SH-4 project.</li> </ul>
Respondent 2	<ul style="list-style-type: none"> <li>• The proposed temporary drive shown goes into the side of the barn and does not allow access with their equipment.</li> <li>• Their property needs a wide temporary and permanent drive for their trucks and equipment.</li> <li>• Expressed concern about the amount of right-of-way taken. They just installed a new gate and don't want to lose it.</li> <li>• They need the main drive to be open at all times.</li> <li>• Stated that there is a well house near the Fox Lane proposed right-of-way that needs to be maintained and not damaged during construction.</li> </ul>
Respondent 3	<ul style="list-style-type: none"> <li>• Located in the project area.</li> <li>• Would like to know if there can be a traffic study on SH-4 to set a safe driving speed ¾ miles north of Fox Lane and SH-4 (on SH-4).</li> </ul>
Respondent 4	<ul style="list-style-type: none"> <li>• Given the high-speed nature of SH-4 in the proposed area, dedicated turn lanes need to be maintained/added at Fox Lane, CR-1210/Tecumseh Road and Rock Creek Road.</li> <li>• High truck traffic from Elite Fabrication and Genesis Concrete necessitates both a turn and acceleration lane to allow the heavily laden vehicles to merge appropriately with the higher speed traffic.</li> </ul>
Respondent 5	<ul style="list-style-type: none"> <li>• They own a long-time local residential development/construction company.</li> <li>• During the original purchase by ODOT for the current SH-4 corridor, they say they were advised ODOT was purchasing enough right-of-way for a future divided four-lane highway, which is the project proposed currently. With their experience in residential development and belief that all of this area would ultimately be future housing, they spent a great deal of money and effort to fence off a strip of valuable land along their west property line, which starts at Tecumseh Road and runs approximately 0.5 mile north along the east side of Mustang Road (SH-4). Hand-planted trees for privacy and to minimize sound pollution. These Eastern Cedar have matured providing the desired privacy and sound deterrent for current and future residential building sites. After all this work and years of growth, ODOT needs 50 ft. x 1,000 ft. more easement (starting at Tecumseh Road and progressing north 1,000 ft.), thereby destroying the privacy and sound barrier they worked for years to establish.</li> <li>• In addition to destroying the privacy and sound barrier, this 50 feet will intrude upon a private lake and destroy numerous very expensive building sites.</li> </ul>

	<ul style="list-style-type: none"> <li>Respectfully request an alternate design which does not need 50 feet more easement to be developed and utilized.</li> </ul>
Respondent 6	<ul style="list-style-type: none"> <li>Asks that ODOT not take an additional 50 ft x 1,000 ft of easement starting at Tecumseh Road and progressing north 1,000 ft along the east side of Mustang Road (SH-4).</li> <li>Entire family has worked years planting cedar trees, building fences, etc. to minimize the impact a four-lane highway would have on their family land only to find out the only additional easement required will wipe out and destroy the privacy/sound protection they worked so hard to establish. Begging ODOT to please find an alternate design.</li> </ul>
Respondent 7	<ul style="list-style-type: none"> <li>Attended the Open House and thanks ODOT for the effort put into it. The materials were clear and easily understandable.</li> <li>Main concern is on the access from the "Tin Horns R Us" entrance they use every day to go to work in Mustang. It comes into SH-4 on the west side between the bridge over Sooner Road and the intersection of Fox Lane.</li> <li>The southbound traffic flow is great as ODOT has given travelers good exit/entrance ramps and time to slow sufficiently to make the turn. However, they are very concerned about the northbound access as it was explained. To go north, they must enter SH-4 going southbound, then cross two lanes of traffic at speed (65 mph), slow and exit at a u-turn, swing across two lanes of traffic into an acceleration lane and then move into the northbound lane of traffic. That causes about six chances to have an accident within a single mile of driving as they cross all the lanes and attempt to move northbound. Given the proposed speed of SH-4 traffic, almost any accident will be serious, if not fatal. There are too many lane changes in too short a time or space at high speed and one misjudgment or missed vehicle in a rearview mirror will have awful consequences. If you factor in other distractions like cell phones, small animals in drivers' laps, children in the back seat and bad weather/poor visibility, the chance of such an accident mushrooms.</li> <li>Asks ODOT to consider another alternative. Drop the level of SH-4 and do a single lane bridge over it for northbound traffic. The ODOT employee at the meeting advised that there is insufficient room to merge before reaching Fox Lane, so we should take an access road from the bridge along SH-4 to Fox Lane coming in beside the Fox Lane exit ramp from SH-4 and merging with it. Examples can be seen at NW 23<sup>rd</sup> and I-44 (northbound exit merging with side street on east side of I-44) and at SW 29<sup>th</sup> and I-44 (southbound exit merging with side street on west side of I-44). All northbound traffic out of Tin Horns R Us now merges with traffic at the Fox Lane interchange at much slower speeds and use the longer entrance ramp going north to make a single lane merge at speed with no braking, merging or turning.</li> <li>Believes ODOT has more than sufficient room within the already purchased right-of-way to place the roadway needed, although the county district road barn present on the east side of the highway may need to be moved. Would very much appreciate ODOT's consideration of their proposed alternative they believe will save lives and be much safer.</li> </ul>

Respondent 8	<ul style="list-style-type: none"> <li>Submitted communication last year concerning noise impacts resulting from this project. Also requested a review of draft and final NEPA documentation and was informed that a noise study would be completed and would become part of the NEPA document. Was also informed that they could review the proposed design plans, see the studies findings (including noise) and provide comments. Did see a document from Evan Mace to Geoff Canty, March 4, 2025, Subject: Approved Traffic Noise Study; JP#35161(04). The first line reads, "Attached is the 'approved' Traffic Noise Study completed for the subject project." It seems odd that a noise study can be approved without the appropriate review and comment. Further, the project FAQ's state that no noise abatement will be constructed. I question if this decision is appropriate, premature and can be supported by the existing study.</li> <li>Was not afforded the opportunity to look at the complete document, and what they did see revealed a document lacking detail and inaccurate statements.</li> <li>During the Open House, they were informed that to get a copy of the document, they would have to submit a request to the ODOT legal department when the study could have been made available to them two months ago. It's odd that a Federal and State project funded with public funds is subjected to these FOIA type requirements.</li> <li>Disputes the approval of the study and questions whether it conforms to the requirements of FHWA 23CFR772. Requests a copy of the completed study for review and submission of comments. Thinks it's appropriate that any current proposed approval status be rescinded.</li> <li>Also requests a copy of the draft and final proposed NEPA documents for review and believes an appropriate review timeframe is preceded by a notice to comment and respond.</li> </ul>
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## 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
Design & Safety Concerns	<p>Why was an acceleration lane not included for the northbound turn movements from Tecumseh Road to SH-4?</p> <ul style="list-style-type: none"> <li>A Traffic Study analyzing turning movements, accel/decel lanes, etc. was performed for SH-4 and section lines. The study did not warrant the need for an acceleration lane at Tecumseh Rd.</li> </ul>
	<p>Is it possible to close Mustang Road 1,000 - 1,500 feet north of Tecumseh Road?</p> <ul style="list-style-type: none"> <li>Closing Mustang Rd would require both ODOT and Grady County approval. Also, closing Mustang Rd. may potentially landlock a portion of the property (the only access would be from Tecumseh Rd.).</li> <li>ODOT would like to have a meeting with the County Commissioner and adjacent property owner to discuss the possibility of closing this section of Mustang Rd and what the impacts and benefits are.</li> </ul>
	<p>There is a well house near Fox Lane's proposed right-of-way that needs to remain operational and not be impacted by construction.</p> <ul style="list-style-type: none"> <li>The well house is far enough outside of the right-of-way that it is not anticipated to be impacted by the project.</li> </ul>

	<p>The speed limit should be lower than 65 mph.</p> <ul style="list-style-type: none"> <li>Currently ODOT anticipates the design speed to be 65 mph. However, ODOT could perform a speed study in the future based on traffic needs.</li> </ul>
	<p>Add dedicated turn lanes to Fox Lane, Tecumseh Road and Rock Creek Road:</p> <ul style="list-style-type: none"> <li>Fox Lane – will include a proposed diamond interchange with ramp access to SH-4.</li> <li>Tecumseh Rd – a traffic study was performed. The study did not warrant turn lanes.</li> <li>Rock Creek Rd – the traffic study recommended a left turn lane for northbound traffic.</li> </ul>
	<p>High truck traffic from local businesses requires both a turn lane and acceleration lane to allow heavy trucks to merge with highway traffic:</p> <ul style="list-style-type: none"> <li>Rock Creek Rd – the traffic study recommended a left turn lane for northbound traffic.</li> <li>A traffic Study was performed for SH-4, section line roads, and local access points. It was determined that County Road 1226 and Rock Creek Rd were the only locations that warranted turn lanes.</li> </ul>
	<p>Concerns about northbound access from SH-4 and suggestion of an alternative design:</p> <ul style="list-style-type: none"> <li>Interchanges at Sooner Road and CR 1226 are not being considered at this time.</li> </ul>
Property Impacts & Access Concerns	<p>Concern about right-of-way impacts to personal property:</p> <ul style="list-style-type: none"> <li>It is ODOT's intent to minimize right-of-way impacts to properties. However, in some areas additional right-of-way is unavoidable.</li> </ul>
	<p>Concern about new access to business and homes:</p> <ul style="list-style-type: none"> <li>Access and driveways to some properties will be impacted due to SH-4 being a facility with areas of limited access (i.e., access only at section line roads and via median openings) due to safety concerns.</li> </ul>
	<p>Concern about emergency services access to southbound SH-4 during the Fox Lane interchange construction:</p> <ul style="list-style-type: none"> <li>At least one lane of traffic will remain open at all times in each direction throughout construction phases. In some instances, temporary widening or temporary offset alignment detours may be used.</li> </ul>
	<p>Why are existing drives south of Rock Creek Road on the east side of SH-4 being removed and not replaced?</p> <ul style="list-style-type: none"> <li>The drives are being removed for safety. Access to the highway will be allowed at the section line.</li> </ul>
	<p>The removal of the median crossover at the south end of the project causes access issues to a property owner on the west side of the highway:</p> <ul style="list-style-type: none"> <li>ODOT is going to proceed with removing this crossover for safety improvements.</li> </ul>
	<p>Questions about turning movements on the R-Cut intersection design at CR-1226:</p> <ul style="list-style-type: none"> <li>The R-Cut Intersection design is a commonly used design. Signage and pavement striping will be implemented to help drivers navigate the intersection.</li> </ul>
	<p>Concern about current accidents at Tecumseh Road and suggestions to help:</p> <ul style="list-style-type: none"> <li>Traffic Study and Accident History data did not warrant or show a need for additional intersection improvements. The planned 4 lane divided highway will help mitigate accidents at this intersection.</li> </ul>



	<p>Sooner Road traffic has increased and suggestions to add ramp access to SH-4:</p> <ul style="list-style-type: none"> <li>A diamond interchange with ramps will be added at Fox Lane and SH-4 one mile to the north of Sooner Rd. This project will not include an interchange at Sooner Road.</li> </ul>
	<p>Concern that the length of deceleration lanes at the J-turn is too short and the turns are too close together:</p> <ul style="list-style-type: none"> <li>The design will be revisited to potentially shift farther south to allow more space for the u-turn movement.</li> </ul>
	<p>Concern about the complexity of the design and the learning curve for drivers using the J-Turn.</p> <ul style="list-style-type: none"> <li>The R-Cut Intersection design is a commonly used design. Signage and pavement striping will be implemented to help drivers navigate the intersection.</li> </ul>
	<p>Erosion and scour at existing structures need to be repaired.</p> <ul style="list-style-type: none"> <li>Drainage structure locations experiencing high outlet velocities and localized erosion will be addressed with either repairs or the addition of erosion control measures (i.e., rip rap).</li> </ul>
	<p>Concerns about Fox Lane/Mustang Road traffic flow:</p> <ul style="list-style-type: none"> <li>Fox Lane and Mustang Rd will remain open during construction. These roads may temporarily experience congestion and longer travel times due to construction activities. Mustang Rd does consist of approximately 1,000 ft of reconstruction that will require that portion to be temporarily closed for construction.</li> </ul>
Contractor Request for Use of Property for Soil Storage	<p>Staging and Soil Storage areas:</p> <ul style="list-style-type: none"> <li>During the meeting, ODOT (Mr. Earp) informed the commentors that the project has not gone to bid, nor is the project close enough to construction for a contractor to know earthwork quantities. However, when the project goes to bidding, contractors may contact nearby property owners about utilizing property for earthwork needs and will be handled independently of the construction contract between ODOT and the contractor.</li> </ul>
Project Timeline & Sequencing	<p>Project start time, construction duration, and phasing:</p> <ul style="list-style-type: none"> <li>Project schedules are tentative at this time. The current schedule is Summer 2027 for construction. Construction duration and phasing is preliminary and subject to change.</li> </ul>
	<p>Project sequencing and detours:</p> <ul style="list-style-type: none"> <li>Construction duration and phasing is preliminary and not finalized at this time. Traffic will remain open at all times. Short detours will be used as necessary.</li> </ul>
Traffic Study	<ul style="list-style-type: none"> <li>Currently ODOT anticipates a speed of 65 mph for this classification of highway. However, based on comments received, Oklahoma Highway Patrol (OHP) has been contacted to increase enforcement through this extent.</li> </ul>
Request to Review NEPA Document	<ul style="list-style-type: none"> <li>ODOT is still in the study and public involvement phase of the NEPA process and per ODOT's policy, FHWA will need to review and approve the NEPA document and studies before it is available for the public to review.</li> <li>The NEPA document with studies is expected to be available to the public by open records request sometime this year.</li> <li>Please use the following link to request the NEPA document. The request will be processed quickly if the final document is completed and available at that time. To ensure your request is processed quickly, please include the Job Piece Number 35161(04). <a href="https://oklahoma.gov/odot/about-us/records-request.html">https://oklahoma.gov/odot/about-us/records-request.html</a></li> </ul>



Noise Concerns	<ul style="list-style-type: none"> <li>The initial noise study was approved in that it was completed in accordance with ODOT's noise policy.</li> </ul>
Project Appreciation	<ul style="list-style-type: none"> <li>ODOT appreciates the comment of support.</li> </ul>

### Public Official, Agency & Tribal Comments

Before the start of the Open House, several state and federal agencies, Oklahoma's senators and representatives, nine tribes associated with the project area, local officials, and other interested parties were mailed letters to notify them of the Open House and invite them to participate. Three agencies and one tribe responded. Individual comments are summarized below.

PUBLIC OFFICIAL, AGENCY & TRIBAL COMMENTS	
PUBLIC OFFICIAL	INPUT
<b>Bureau of Indian Affairs (BIA)</b> <b>Chickasaw Agency</b> Realty Specialist	<ul style="list-style-type: none"> <li>Understands ODOT plans to make improvements to a highway located on Indian restricted land. It is assumed this highway came into existence according to state statutes. Asks ODOT to provide a copy of the contract. Any changes to the initial contract will be considered as new right-of-way and ODOT will need to pursue a new right-of-way agreement/contract with the current owners on record and pay at least the appraised value, if not more.</li> <li>After researching TAAMS, the only restricted Indian land affected by this project is located in Section 4, Township 9 North, Range 5 West in Grady County. The land is owned in trust by the Chickasaw Nation of Oklahoma and held in trust status by the United States of America and identified as tract 906 ST 55095</li> <li>Explained the process of obtaining permissions to survey.</li> </ul>
	<b>ODOT RESPONSE</b>
	<ul style="list-style-type: none"> <li>The design should be avoiding that property. Only a pavement overlay is proposed.</li> </ul>
<b>Oklahoma Department of Environmental Quality (DEQ)</b> General Counsel	<ul style="list-style-type: none"> <li>No environmental concerns under DEQ jurisdiction are anticipated.</li> <li>DEQ Recommended ODOT obtain a construction storm water permit (OKR10).</li> <li>If water or wastewater utilities will be relocated as part of this project, a construction permit from DEQ's Water Quality Division may be required.</li> </ul>
	<b>ODOT RESPONSE</b>
	<ul style="list-style-type: none"> <li>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.</li> </ul>

<b>Oklahoma Water Resources Board</b> Planning & Management Division	<ul style="list-style-type: none"> <li>• ODOT should contact the state NFIP coordinator for possible permit requirements for this project. ODOT will need to apply for a floodplain permit.</li> <li>• All developments on state owned or operated property require a floodplain development permit from OWRB.</li> <li>• This community participates in the NFIP and has a floodplain development permitting system.</li> </ul>
	<b>ODOT RESPONSE</b>
	<ul style="list-style-type: none"> <li>• The OWRB stated that ODOT should contact the NFIP coordinator for possible floodplain requirements for this project. ODOT is aware of the permitting requirements and the process involved. ODOT requires construction contractors to obtain a floodplain permit (when applicable) prior to starting any construction activities.</li> </ul>
<b>Comanche Nation</b> Historic Preservation Office Technician	<ul style="list-style-type: none"> <li>• The location of this project has been cross-referenced with the Comanche Nation site files, where an indication of "No Properties" have been identified.</li> </ul>
	<b>ODOT RESPONSE</b>
	<ul style="list-style-type: none"> <li>• Comments noted.</li> </ul>

### 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 SPECIFIC COMMENTS/RESPONSES
Total Number of Individual Commenters / Responders	12
Residential Comments	8
Public Officials Comments and/or Tribal Comments	1
Agency Comments	3
Specifically Approve of Project / Provided Support for Project	0
Specifically Disapprove of Project	0
General Comment Categories	-
○ Property Impacts & Access Concerns	4
○ Safety & Design Questions & Concerns	3
○ Traffic Study Request	1
○ Request for copy of completed noise study & NEPA document	1