

# **OPEN HOUSE EXECUTIVE SUMMARY REPORT**

**Meeting Held On:  
August 29, 2019**

**WIDEN, RESURFACE, & BRIDGE SH-100 FROM 3.5 MILES NE OF THE  
CHEROKEE COUNTY LINE, EXTENDING EAST 5 MILES**

**ADAIR COUNTY  
J/P No. 32098(04); Project No. J3-2098(004)**

Prepared for:



**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

Prepared by:



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**DECEMBER 16, 2019**

## **1.0 PUBLIC OPEN HOUSE OVERVIEW**

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 meeting was held. The following is a generic summary of the information provided and the comments received. ODOT responses to comments are also presented in this document.

### **1.1 MEETING DATE & TIME**

Thursday, August 29, 2019  
5:00 pm to 7:00 pm

### **1.2 MEETING LOCATION**

Stilwell Public Library  
5 North 6<sup>th</sup> St.  
Stilwell, OK 74960

### **1.3 PURPOSE OF MEETING**

The purpose of the Open House meeting was to inform the public of the alternatives being considered for the proposed improvement, and to obtain input.

### **1.4 PROJECT BACKGROUND**

ODOT, in cooperation with the Federal Highway Administration (FHWA), is evaluating the need for improvements to State Highway (SH) SH-100 from 3.5 miles northeast of the Cherokee County line and extending east 5 miles in Adair County, Oklahoma. This segment of SH-100 is a two-lane, open section, major collector facility with 12-foot wide driving lanes and varying-width sod shoulders. The bridge over Smith Hollow Creek is a 45-foot long reinforced concrete box. Current traffic volumes are estimated at 3,500 vehicles per day (VPD) and are projected to increase to 5,000 VPD by 2038. This portion of SH-100 has substandard curves, limited sight distances, deteriorating pavement, and narrow or no shoulders. Due to safety concerns, ODOT proposes to upgrade substandard curves, reconfigure driveways and entrances, improve driving surfaces, widen or add shoulders, and lengthen the bridge-box over Smith Hollow Creek. The purpose of the proposed improvements is to correct roadway deficiencies, enhance safety, and efficiently accommodate traffic.

### **1.5 PROJECT DESCRIPTION**

ODOT is developing design plans for improving this segment of SH-100 while taking into consideration the cost of construction, right-of-way and utilities impacts, and environmental constraints. The proposed improvements include widening and resurfacing the highway to create two, 12-foot wide, paved driving lanes with 8-foot wide shoulders on existing alignment. The proposed design will meet current standards. Highway access would remain open during construction, and access to residences would be maintained throughout the project duration.

### **1.6 PUBLIC NOTICES**

- ODOT mailed Open House invitations to property owners on July 29, 2019.
- ODOT mailed solicitation letters to various agencies on September 9, 2019.
- Public meeting invitation letters were mailed to various political entities, interested parties and public on July 29, 2019.
- ODOT sent out a press release and general media announcements on August 26, 2019.

- ODOT distributed flyers to interested parties near the project area on August 7, 2019.

## 1.7 MEETING FORMAT

At the Open House meeting, 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, an 8-foot roll out map of the project was available for review and markup, and a station was set up to allow guests to participate in the online survey through MetroQuest. Personnel from ODOT, including Division 1, Right-of-Way Division, and Environmental Programs Division, along with the engineering design team (Atkins), 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.

(Presentation and meeting materials are available at [https://www.ok.gov/odot/Programs and Projects/Public Meetings and Hearings/20190829.html](https://www.ok.gov/odot/Programs_and_Projects/Public_Meetings_and_Hearings/20190829.html))

## 2.0 SUMMARY OF COMMENTS & RESPONSES

### 2.1 PUBLIC COMMENTS

#### 2.1.1 Pre-Meeting Public Comments

As part of the effort to increase awareness and to get the public involved with the process, individuals from CC Environmental went door-to-door and interacted with residents and left notification flyers. Flyers were also distributed at local gathering places and community facilities including convenient stores, places of worship, schools, etc. (when applicable).

During the flyer distribution effort, three residents responded to the proposed project. In general, there was no opposition to the project; however, one individual expressed concern about the project blocking entrances to businesses. Individuals mostly expressed concerns over the poor condition of the current roadway, including gravel washout onto the highway, flooding and rutting, and accidents. The comments are summarized in Table 1.

Table 1: Pre-meeting Public Comments

PRE-MEETING PUBLIC COMMENTS	
GENERAL COMMENT CONTEXT	INPUT
Current Roadway Conditions	<ul style="list-style-type: none"> <li>• During rain events, gravel from personal property washes into the highway and has to be swept up.</li> <li>• Concerns about flooding, rutting, lack of crown on road, and poor pavement condition on a segment of road not included in the project boundary.</li> <li>• There have been numerous semi-truck rollovers when trucks from the Mountain View meat packing facility try to enter the highway.</li> </ul>
Blocked Driveways	<ul style="list-style-type: none"> <li>• Individuals expressed concern about the possibility of the project blocking entrances to businesses during construction.</li> </ul>

## 2.1.2 Oral Comments During Public Meeting

During the Open House meeting, the public had the opportunity to interact with ODOT staff and the design team. Several individuals asked questions, expressed concerns, and commented on the project. In general, there was no direct opposition to the project. Several property owners expressed concern and anger about the intrusive nature of the geotechnical activities. Most individuals had questions about the proposed improvements, and shared input regarding their experiences with the roadway deficiencies and what they would like to see done to correct them. Some shared their preferred alternative for the curve correction. The comments are summarized in Table 2.

Table 2: Oral Public Comments from Open House Meeting

<b>ORAL COMMENTS DURING PUBLIC MEETING</b>	
<b>GENERAL COMMENT CONTEXT</b>	<b>SPECIFIC COMMENT</b>
Current Roadway Concerns & Issues	<ul style="list-style-type: none"> <li>• Water washes rock from driveway to roadway surface to the roadway surface.</li> <li>• There is a tree obstruction at STA. 793+00 LT &amp; 795+00 LT.</li> <li>• At STA. 785+00, the intersection of SH-100 and EW-0835 Rd, there is a side street with a steep grade that makes it difficult to turn on to SH-100.</li> <li>• There is a dip in the road at about STA. 677+00 that makes it hard to see east at the intersection with N4660 Rd. It is also difficult to see west at the NS-4665 Rd intersection.</li> <li>• The existing guardrail at the Smith Hollow Creek Bridge is causing sun glare.</li> </ul>
Requests & Suggested Improvements	<ul style="list-style-type: none"> <li>• Many attendees inquired about improving the roadway surface on SH-100 at Slide Hill. Residents complained that the roadway turns slick during heavy rains.</li> <li>• Several attendees requested roadway turning improvements at Rocky Mountain. Steep grades and curve bends are making turns difficult to maneuver at CR 4643 Rd.</li> <li>• At STA. 636+00, is a commercial drive.</li> <li>• One property owner requested ODOT construct a driveway to his property as part of the project.</li> </ul>
Curve Correction Alternative Comments	<ul style="list-style-type: none"> <li>• Many attendees preferred the Offset Realignment option to prevent accidents.</li> <li>• The property owner at STA. 780+00 LT owns the apple orchard, and would prefer the Offset Realignment option. He would like the alignment to be situated away from the orchard to protect it, but is fine with the house being impacted to prevent impacts to the orchard.</li> <li>• An adjoining property owner expressed a preference for the Offset Realignment to avoid line of sight and turning related issues associated with the current roadway access.</li> </ul>
Complaints	<ul style="list-style-type: none"> <li>• Several residents and individuals were unhappy that the geotechnical team mobilized on their property without first obtaining permission, which resulted in damage to personal property.</li> </ul>

Specific Project Questions	<ul style="list-style-type: none"> <li>• Will Smith Hollow Creek be realigned as part of the project?</li> <li>• Attendee inquired about the box culvert at Smith Hollow Creek upon shoulder widening.</li> </ul>
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### 2.1.3 Public Written Comments

Ten property owners or local residents responded in writing to the proposed project. In general, there was no significant opposition to the project; however, individuals expressed concerns over potential impacts to personal property. Most commented on the dangers of the current conditions of the road, and expressed issues they would like addressed. Some provided their preferred alternative. The comments are summarized in Table 3.

Table 3: Written Public Comments

PUBLIC WRITTEN COMMENTS	
INDIVIDUAL	INPUT
Local Resident 1	<ul style="list-style-type: none"> <li>• The curves are dangerous and need corrections. Remembers an accident in the area where the car had been turned over.</li> <li>• Thankful for the proposed project.</li> </ul>
Local Resident 2	<ul style="list-style-type: none"> <li>• Would have no issue with Alternative 1, but believes it would be better if ODOT takes his house instead of the pasture, and the project stays south of the EW-0835 Rd. parallel. As presented, Alternative 1 would create a dangerous situation where he has to cross the highway multiple times a day to complete farm work.</li> <li>• Otherwise, the Alternative 2 with minor curve correction is the preferred choice to make the highway safer.</li> </ul>
Local Resident 3	<ul style="list-style-type: none"> <li>• Likes Alternative 1 if the current design could be changed to stay south of E0835 Rd. The current design divides her property, which would create dangerous conditions for having to cross a highway with farm equipment.</li> <li>• Otherwise, prefers Alternative 2 because of minimal interference.</li> </ul>
Local Resident 4	<ul style="list-style-type: none"> <li>• Would like Alternative 2 to be adopted with more curve straightening from 765 to 740.</li> <li>• Would like to see County Road EW-834 Rd raised upcoming on to SH-100 to make a flat tee intersection.</li> </ul>
Local Resident 5	<ul style="list-style-type: none"> <li>• The property located on west side of SH-100 is a home with 140 feet of SH-100 frontage and is approximately 600 feet deep, containing approximately 2 acres. The property does not have a driveway, and would like ODOT to create a driveway to the property once the boundaries are set.</li> </ul>
Local Resident 6	<ul style="list-style-type: none"> <li>• Submitted a video from property's driveway at South 4665 Rd. that shows how difficult it is to see cars coming down the road due to the depth of the valley. It is difficult to safely turn left onto SH-100.</li> <li>• When turning into the driveway, other cars will often speed past on the left, which is extremely dangerous because they cannot see if cars are coming. Suggests that signs warning of the unsafe sight distances might be helpful.</li> </ul>
Local Resident 7	<ul style="list-style-type: none"> <li>• Prefers Alternative 1 – Offset Alignment.</li> <li>• Thinks it is extremely important that trees be cleared from the right-of-way.</li> </ul>
Local Resident 8	<ul style="list-style-type: none"> <li>• Concerned about the spring and spring box on property that has been a source of water for home and livestock.</li> <li>• Believes the pull-off area near the spring box is a hazard due to traffic pulling in and out at a dangerous location.</li> </ul>
Local Resident 9	<ul style="list-style-type: none"> <li>• Wants to know if his fence on the south side of the highway will be removed.</li> </ul>
Local Resident 10	<ul style="list-style-type: none"> <li>• Worse section of SH-100 was not being included in the project-west of start.</li> <li>• Expressed significant concerns about flooding, rutting, lack of crown and pavement condition</li> </ul>

### 2.1.4 MetroQuest Survey Response

Participants had the opportunity to provide input via a MetroQuest project survey that was made available at the Open House Meeting and on ODOT’s public involvement webpage at <http://www.odot.org/publicmeetings>. Participants were given until September 13, 2019 to respond. Nine property owners responded to the survey. According to responses to the survey, safety is the first priority when considering the proposed project. The results of the survey are summarized in Table 4.

Table 4: Results of the MetroQuest Survey

METROQUEST RESULTS	
INDIVIDUAL	INPUT
Responder Demographics	<ul style="list-style-type: none"> <li>• Of the nine responders:                             <ul style="list-style-type: none"> <li>○ Six were 40 years of age or older.</li> <li>○ Five responders were female, and four were male.</li> <li>○ Five identify as Native American, and the remainder as Caucasian.</li> </ul> </li> </ul>
Priorities	<ul style="list-style-type: none"> <li>• Eight of nine responders rated safety and visibility as the highest priority.</li> <li>• Ease of driving was rated as the second priority, followed by right-of-way and environmental impacts.</li> </ul>
Alternative Selections	<ul style="list-style-type: none"> <li>• Alternative 1 - North Offset Realignment:                             <ul style="list-style-type: none"> <li>○ Five of the nine responders rated it as the preferred choice.</li> <li>○ One responder rated it as the worst of the alternatives.</li> </ul> </li> <li>• Alternative 2 - Minor Curve Correction:                             <ul style="list-style-type: none"> <li>○ Overall rated as the second preferred choice.</li> </ul> </li> <li>• Alternative 3 – No Curve Correction                             <ul style="list-style-type: none"> <li>○ No one selected it as the preferred choice</li> <li>○ Responders rated this as their least preferred option.</li> </ul> </li> </ul>

### 2.1.5 ODOT Responses to Public Comments

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

<b>ODOT RESPONSES TO ALL PUBLIC COMMENTS</b>	
<b>ISSUE/COMMENT/CONCERN</b>	<b>RESPONSE</b>
General Roadway Issues & Improvements	<ul style="list-style-type: none"> <li>• Roadway design &amp; drainage:                             <ul style="list-style-type: none"> <li>○ The typical section will include two 12-foot wide driving lanes with an 8-foot wide outside shoulder.</li> <li>○ The road will have a crown to help shed water during storm events. Drainage ditches and structures will be used to convey water away from the highway and help prevent flooding and ponding on the road.</li> <li>○ The pavement will be replaced, which will help address issues associated with the current pavement condition.</li> </ul> </li> <li>• Poor line-of-sight:                             <ul style="list-style-type: none"> <li>○ Obstructions, such as trees, will be assessed during the design phase. Vegetation will be removed as needed.</li> <li>○ Unsafe pull-outs or other related issues will be addressed during the design phase.</li> <li>○ County road intersections and driveways will be assessed during the design phase. Roads and drives will have perpendicular alignments and the proper turning radii to improve the line-of-sight at the intersections.</li> <li>○ Line-of-sight issues related to dips and hills will be assessed during the design phase. Corrections will be made to meet current roadway safety standards.</li> </ul> </li> </ul>
General Bridge Issues & Improvements	<ul style="list-style-type: none"> <li>• The bridge box at Smith Hollow Creek will be lengthened/extended so that there is a wider clear roadway.</li> <li>• The need for a guardrail will be determined as part of the design process.</li> <li>• The design will meet current safety and engineering standards.</li> </ul>
Private Property & Right-of-Way Impacts	<ul style="list-style-type: none"> <li>• Adverse effects to property owners are weighed heavily by ODOT during the roadway design process. The designers will look at options to minimize impacts and balance that with the primary purpose of improving highway safety. Unfortunately, highway improvement projects can adversely affect personal property.</li> <li>• Impacts to private property associated with this project will be determined during the design phase. Any properties determined to be impacted may be eligible for compensation benefits. The eligibility of each property impacted will be determined through the right-of-way process. Any displaced residential occupants or personal property relocations identified will be given all applicable benefits according to the 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs as required by the Uniform Relocation Act of 1970.</li> </ul>
Curve Correction Alternative Comments	<ul style="list-style-type: none"> <li>• All comments related to the curve correction alternatives will be considered as part of the preferred alternative selection process. ODOT greatly appreciates and considers input from the public in the decision-making process. The selection process also includes safety, constructability, economics, and environmental concerns.</li> <li>• Property owners, agencies, attendees and individuals providing written responses will receive an “Alternative Selection” letter from ODOT identifying the preferred alternative chosen. ODOT will then begin the next phase of the project where the selected alternative is actually designed.</li> </ul>
Geotechnical Survey Private Property Impacts	<ul style="list-style-type: none"> <li>• ODOT regrets the impacts caused to the property owner and is currently reviewing and updating our policy to ensure that the property owners provide permission to enter their property prior to any geotechnical activities.</li> </ul>

## 2.2 BUSINESS COMMENTS

No responses were received from businesses potentially affected by the project—not previously addressed above.

## 2.3 AGENCY COMMENTS

After the Open House Meeting, several agencies were mailed solicitation letters requesting comments on the proposed project. Five agency comments were received. Individual comments are summarized in Table 5.

Table 5: Agency Comments

AGENCY COMMENTS	
AGENCY	INPUT
<b>Bureau of Land Management (BLM)</b> Realty Specialist	<ul style="list-style-type: none"> <li>The BLM reviewed the project information and has no concerns or objections to the proposal.</li> <li>File searches show no impact to federal minerals or federal lands managed by the BLM.</li> <li>There are no BLM administered mineral interests near or within the project area.</li> </ul>
	<p style="text-align: center;"><b>ODOT RESPONSE</b></p> <ul style="list-style-type: none"> <li>Comments noted</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>Any burning associated with land clearing operations must be conducted in accordance with OAC 252:100, Subchapter 13.</li> </ul>
	<p style="text-align: center;"><b>ODOT RESPONSE</b></p> <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>Bureau of Indian Affairs (BIA)</b> Acting Regional Director	<ul style="list-style-type: none"> <li>The BIA reviewed the project information and has no concerns or objections to the proposal.</li> <li>Five Federally recognized Tribes have been provided the notice. As Tribes may have environmental and/or cultural resources concerns relating to this action, ODOT should coordinate directly with the Tribes on any of their concerns.</li> </ul>
	<p style="text-align: center;"><b>ODOT RESPONSE</b></p> <ul style="list-style-type: none"> <li>Comments noted.</li> <li>ODOT will continue to coordinate with the Tribes as part of the future NEPA process.</li> </ul>



<p><b>Oklahoma Aeronautics Commission (OAC)</b>                  Aviation Program Manager</p>	<ul style="list-style-type: none"> <li>• There does not appear to be any potential hazards to the safe and efficient use of airspace.</li> <li>• Recommends using FAA's notice criteria tool to determine if a 7460-1 form needs to be completed with the FAA.</li> <li>• If form 7460-1 is required, the Commission requests to be notified, as a tall structure permit may be required.</li> <li>• Would like to remind ODOT of the need to comply with CFR Title 14 Part 77.13, which states that certain projects are required to notify the Administrator of the FAA.</li> </ul>
	<p><b>ODOT RESPONSE</b></p>
	<ul style="list-style-type: none"> <li>• Comments noted.</li> <li>• ODOT will contact the FAA during the design phase to determine if Form 7460-1 needs to be completed.</li> </ul>
<p><b>Oklahoma Water Resources Board (OWRB)</b></p>	<ul style="list-style-type: none"> <li>• Recommend ODOT contact the local floodplain administrator for possible permit requirements for this project.</li> <li>• If this development would fall on state owned or operated property, a floodplain development permit is required from OWRB.</li> <li>• If this project is proposed in a non-participating community, try to ensure that this project is completed so that it is reasonably safe from flooding, and so that it does not flood adjacent property if at all possible.</li> </ul>
	<p><b>ODOT RESPONSE</b></p>
	<ul style="list-style-type: none"> <li>• Comments noted.</li> <li>• ODOT will comply with all floodplain laws and regulations.</li> <li>• ODOT will coordinate with the local floodplain administrator as part of the NEPA process.</li> </ul>

