

Virtual Public Open House Summary

UPDATED October 2021



Oklahoma Department of Transportation

I-35: Interchange at SH-74 (Grant Street) in Purcell

McClain County, JP 32802(04)

Prepared by:



2000 N. Classen Blvd., Suite 1410
Oklahoma City, OK 73106

March 2021

Executive Summary

This document summarizes the virtual public open house that was conducted for the I-35: Interchange at SH-74 (Grant Street) project in Purcell.

Update: The preferred alternative, which was recommended following the open house and completion of the Alternatives Analysis, is also presented in this document. According to the analysis, which included the evaluation of several performance measures, Alternative 3 is the preferred alternative and will be advanced for further design and environmental study.

The project is an effort to add southbound access on I-35 between mileposts 91 and 95. The purpose of the virtual public open house was to present the proposed improvements to the interchange and obtain information from the public to further assist in the identification of critical social, economic and environmental effect that may result from the project.

Due to concerns about the spread of COVID-19, ODOT held a virtual public open house as opposed to an in-person open house. The public open house was held on-line between January 27 and February 10, 2021. Twenty-five members of the public signed in on the website, however, signing-in was not required. According to the website analytics, 578 unique visitors viewed the website over the 15-day period. After the homepage, the project presentation page was the most frequently viewed, followed by the interactive project map, then the interactive survey, and project alternatives. In total, one hundred twenty-three (123) written comments/questions were received during the virtual public open house, including two (2) agency comments, forty-seven (47) comments submitted via the website comment feature, thirty-two (32) mailed comments, five (5) emailed comments, three (3) comments on the interactive map, two (2) comments collected by ODOT after returning a phone call from a property owner, and thirty-two (32) comments collected on an ODOT Facebook post regarding the project. Eighteen (18) people submitted comments as part of the MetroQuest survey.

Agency comments included the following:

- The Oklahoma Department of Environmental Quality (ODEQ) determined that no adverse environmental impacts under ODEQ jurisdiction are anticipated.
- The Oklahoma Aeronautics Commission (OAC) indicated that project does not appear to pose a hazard to safe and efficient use of navigable airspace.

One hundred twenty people submitted comments on the project; one person submitted two comments. The majority of the comments were in support of the project, with Alternative 3 as the most popular alternative. Those in favor also frequently recommended Alternative 1 and retaining the existing ramp. Those who were not in favor of the proposed project recommended other areas along I-35 that would be better suited for the new ramp. The majority of commenter concerns were about neighborhood impacts, traffic, access for emergency services, cost, and access to the new hospital location. Comments are tabulated in **Table E1**. Note that the number of comments in the table is greater than 120 because several people submitted comments with more than one concern/issue.

Table E1: Major Issues of Concern

Issue	# of Comments
In Favor/Neutral toward Proposed Project	87
Alternative 1	24
Alternative 2	4
Alternative 3	44
Keep Existing Ramp	16
Not in Favor of Proposed Project	35
Add On-Ramp to Existing Exit 95	19
Move New On/Off Ramps Closer to Hospital	6
Current Configuration Works	6
Add Ramps to SH-39 Intersection	3
Put New On/Off Ramps Somewhere Else (unspecified)	1
Extend 230 th St. to Green Ave.	2
Neighborhood Concerns	18
EMS Response	17
Traffic Concerns	15
Safety	12
New Hospital Access	10
Cost	9
Miscellaneous Questions/Suggestions	6
Schedule Concerns	2
Add Service Roads	1
Remove Existing Ramp	1

Responses to Comments

In Favor/Neutral toward Proposed Project:

Thank you for your comments.

Not in Favor of Proposed Project (Keep or Improve Existing Green Avenue Interchange):

- Adding on-ramp to existing Exit 95 was addressed in the Feasibility Study and was found to be more economical to add the single entrance ramp at SH-74(Grant Street) as provided in Alternative 1.
- Moving the interchange closer to the existing interchange would not be feasible. The proposed interchange at SH-74 meets the minimum spacing for interchanges per the design policy of the American Association of State Highway Officials.
- It has been determined the existing interchange does not provide adequate access to southbound I-35, hence, one of the reasons for the project.
- Adding ramps at SH-74 was determined to provide the best opportunity to respond to incidents on I-35 and address the lack of southbound entrance at the Green Avenue interchange.

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- Extending 230th Street was determined to be unfeasible and did not respond to the need of the project.

Neighborhood Concerns:

Improvements are planned for SH-74(Grant Street) between Westbrook Addition and Green Avenue to increase capacity, provide better access, and enhance safety.

EMS Response:

Thank you for your comments.

Traffic Concerns:

Improvements are planned for SH-74(Grant Street) and other local streets within the project limits to address the future traffic demands the interchange will introduce. Specifically, to address the traffic increase from the new hospital location signage will be included on I-35 to direct the public to use existing exit 95.

Safety:

Thank you for your comment. See response for Neighborhood concerns.

New Hospital Access:

Thank you for your comment. The new location will be considered in future analysis.

Cost:

Thank you for your comment.

Miscellaneous Questions/Suggestions:

Thank you for your comment. Suggestions will be considered moving forward.

Schedule Concerns:

Construction phasing will be provided to minimize impacts and delays during construction.

Add Service Roads:

Service Roads create significant impact to adjacent properties to I-35. Mobility in the area suggests service roads are not needed. Level of service of the existing network functions adequately.

Remove Existing Ramp:

Thank you for your comment.

Update: Preferred Alternative

According to the Alternatives Analysis, Alternative 3, which includes full interchange access at W. Grant Street (SH-74), is the preferred alternative. The analysis included evaluation of several performance measures including mobility, incident management, and cost benefit. The analysis showed that Alternative 3 provides the highest monetary benefit value in terms of delay reduction and secondary crash reduction savings, would provide the fastest emergency response time and improve overall mobility, accessibility and connectivity across the City network. Further, Alternative 3 satisfies the Federal Highway Administration (FHWA) Policy on Access to the Interstate Systems (May 22, 2017) requiring that “the proposed access... Will provide for all traffic movements”. The other two alternatives did not satisfy this consideration and requirement. The majority of the comments received at the virtual public meeting were in support of the project with Alternative 3 as the most popular alternative. Details regarding the Alternatives Analysis are included Alternatives Analysis Report dated September 2021. Alternative 3 will be advanced for further design and environmental study.