

PUBLIC INVOLVEMENT SUMMARY

**I-35 and SH-9W Interchange
McClain County, Oklahoma
JP 19314(04)**

Prepared for:



**Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105**

Prepared by:



**Triad Design Group
Oklahoma Certificate of Authority No. 1759
3020 Northwest 149th Street
Oklahoma City, OK 73134
405-752-1122**

January 2022

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	ES-1
1 PROJECT INTRODUCTION	1
2 PRESENTATION OF 4 INTERCHANGE ALTERNATIVES – PUBLIC MEETING 1	
2.1 AGENCY SOLICITATION.....	1
2.2 PUBLIC MEETING	1
2.3 SUMMARY OF COMMENTS.....	1
2.3.1 AGENCY COMMENTS	1
2.3.2 PUBLIC MEETING COMMENTS	2
2.3.3 RESPONSES TO PUBLIC COMMENTS.....	4
3 CONCLUSION.....	6

LIST OF TABLES

- TABLE 2.1: AGENCY COMMENT SUMMARY
TABLE 2.2: QUESTION-AND-ANSWER SUMMARY
TABLE 2.3: PUBLIC COMMENT SUMMARY

EXECUTIVE SUMMARY

This document summarizes the public involvement program implemented for the proposed I-35/SH-9W interchange improvement project in McClain County, JP 19314(04). Public involvement consisted of a public meeting held November 18, 2021 in Goldsby, Oklahoma at which four (4) interchange improvement alternatives were presented for public input.

The presentation included discussion of the existing condition, the history of the project and the four (4) alternatives that ODOT analyzed. These alternatives included the following:

- Alternative 2A – Diverging Diamond Interchange
- Alternative 2B – Diverging Diamond Interchange with Reliever Ramp
- Alternative 3D – Loop Ramps with Reliever Ramp
- Alternative 4 – Single Point Urban interchange

During the question-and-answer session of the public meeting, members of the public and a municipality asked or provided twelve (12) questions and comments.

After the public meeting, comments were received from three (3) agencies, two (2) utilities, one (1) municipality, and 45 members of the public. Public input included 42 comments which expressed support for a particular interchange alternative. In addition, 85 comments were received regarding many other design factors or concerns about all the interchange alternatives.

ODOT reviewed the operations, comments from the public, and overall interchange analysis and has decided to move forward with Alternative 2B – the Diverging Diamond Interchange with the Reliever Ramp. The alternatives matrix indicates that Alternative 2B has the best combination of operational improvements, cost effectiveness, and reduced future maintenance concerns. Alternative 2B also has strong support from the public and from two major stakeholders, i.e., the Town of Goldsby and the City of Newcastle.

1 PROJECT INTRODUCTION

This document summarizes the public involvement program implemented for the proposed I-35/SH-9W interchange improvement project in McClain County, JP 19314(04). Public involvement consisted of a public meeting held November 18, 2021 in Goldsby, Oklahoma.

2 PRESENTATION OF 4 INTERCHANGE ALTERNATIVES – PUBLIC MEETING

2.1 AGENCY SOLICITATION

Agency solicitation letters were sent to federal and state resource agencies. These letters presented a short project description, purpose of the proposed project, and included graphics of the four (4) interchange improvement alternatives being considered and a location map.

2.2 PUBLIC MEETING

Notice of the public meeting was sent by letter dated November 1, 2021 to elected officials (federal and state) and selected stakeholders. Letters included graphics of the four (4) interchange improvements being considered, a public meeting information pamphlet, and a comment form.

Notice of the public meeting was sent by letter dated November 1, 2021 to all utility companies and property owners in the study area, based upon McClain County Assessor information. Letters included graphics of the four (4) interchange improvements being considered and a comment form.

Lastly, to notify as many potential stakeholders as possible, additional pamphlets/graphics/comment form packages were mailed via Every Door Direct Mail through USPS to two mail routes in and around the Project (i.e., 73072-R018 and 73072-R039), which included 1,253 addresses.

The public meeting was held on November 18, 2021 from 6:00 to 8:00 p.m. in the Goldsby Community Building at 164 East Center Road, Goldsby, Oklahoma. Fifty-four members of the public attended and signed the sign-in sheet. The public meeting consisted of a PowerPoint presentation explaining the four (4) interchange improvement alternatives, followed by a question-and-answer session. Graphics of the four (4) interchange improvement alternatives, travel time comparisons for each alternative, an Operational Matrix, an Overall Alternatives Matrix, and a pro/con list for the alternatives were also displayed on poster exhibits, with ODOT staff available for one-on-one conversations. A pamphlet with project information, graphics of the four (4) interchange improvement alternatives, and a comment form were provided to attendees. After the meeting, all public meeting materials were made available for public review on ODOT's project website.

2.3 SUMMARY OF COMMENTS

2.3.1 AGENCY COMMENTS

Three (3) written agency comments were received and are summarized in Table 2.1.

TABLE 2.1: AGENCY COMMENT SUMMARY

Agency	Comment
Oklahoma Corporation Commission	Noted the letter had been forwarded to their District 3 staff.
Oklahoma Conservation Commission	Expressed concerns regarding the potential for wetlands impacts
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 Provided procedures to be followed if relocation of water or wastewater lines would be necessary

2.3.2 PUBLIC MEETING COMMENTS

During the question-and-answer session of the public meeting, members of the public and the Town of Goldsby asked or provided twelve (12) questions and comments. These questions and comments are described below in Table 2.2.

TABLE 2.2: QUESTION-AND-ANSWER SUMMARY

Question	Answer
Which Alternative does not allow eastbound SH-9W traffic to make an illegal left turn to enter northbound I-35?	All four (4) Alternatives prevent the illegal turn
Is the purpose of the reliever ramp in Alternatives 2B and 3D to serve residential areas southwest of the interchange or to serve the casino?	Both. The reliever ramp will reduce the volume of left turns to the casino on SH-9W.
Speaker likes that all alternatives feature two (2) southbound lanes exiting to westbound SH-9W. The speaker also likes having only one (1) traffic signal. The speaker asks ODOT to consider routing Harvey Avenue behind Love's and Sonic to enter SH-9W at Sonic Drive. The speaker would like both SH-9W driveways to Love's closed.	Regarding the Love's suggestion, ODOT's charge is to fix the interchange.
The speaker asks how the two (2) free-flow ramps exiting southbound I-35 will have access to the casino?	A dedicated left turn into the casino will be provided and signals will be coordinated appropriately.
The speaker requests better road lighting near the casino. The speaker notes that several streetlights in the area are not working.	ODOT will ask lighting staff to check on this area. The entire area will be restriped.
Will there be two (2) ramps exiting southbound I-35 to SH-9W? Also, trucks/trailers struggle with roundabouts.	Yes, there will be two (2) ramps. Roundabouts are designed for trailers to travel on the "apron."
Had ODOT considered the increased area improvements that may result from the interchange?	Yes, ODOT traffic staff perform modeling to estimate future growth in the area.
Glenn Berglan, the Mayor of Goldsby, commented that two (2) exit ramps to the west will be helpful and the reliever ramp will move traffic exiting to the casino off SH-9W. Also, the Chickasaws have discussed adding a road to the casino from the point at which the reliever ramp enters the frontage road. Planning is underway for 2000 new homes in the area, which will also be well served by the reliever ramp. The Town of Goldsby supports Alternative 2B.	Thank you for the comments, insight, and preference.
The speaker lives on 12th Avenue and asks why 12th Avenue traffic is required to stop at the Lamar/12th intersection? Would a roundabout be a good solution at Lamar/12th?	ODOT likes the idea of a roundabout at this location.

TABLE 2.2: QUESTION-AND-ANSWER SUMMARY (CONTINUED)

Question	Answer
Can there be a turn lane added to Love's that serves trucks? Can trucks exiting Love's be routed behind Sonic to Sonic Drive?	Good ideas and ODOT asks the commenter to submit them in writing.
Is there adequate funding for all four (4) Alternatives?	Currently, \$24.5 M is in the budget, which is adequate for all Alternatives but Alternative 4. However, any of the Alternatives is a viable option and funding will be obtained as needed. Ron Brown of ODOT likes them all but 2B and 3D more.
<p>The current free-flow lane exiting southbound I-35 is not well marked and traffic does not realize they can continue. The speaker requests adding sign clarifying "free-flow" ramp.</p> <p>The "ball bat" fence feature is not well maintained and the speaker requests maintenance.</p> <p>The signal lights in this area are not visible and the yellows are either wrong or not visible, contributing to an accident this very day at Sonic.</p>	ODOT will have the signals reviewed by appropriate staff.

After the public meeting, a total of 45 written comments were received from the public, two (2) comments were received from utility representatives and one (1) was received from the City of Newcastle. Table 2.3 summarizes the comments received. Note that the total number of comments is greater than the number of comments received, as several people made multiple comments.

TABLE 2.3: PUBLIC COMMENT SUMMARY

Comment	# of Comments
Expressed support for Alternative 2A	2
Expressed support for Alternative 2B	12*
Expressed support for Alternative 3D	17
Expressed support for Alternative 4	10
Expressed concerns with Alternative 2A	3
Expressed concerns with Alternative 2B	3
Expressed concerns with Alternative 3D	2
Expressed concerns with Alternative 4	4
Suggested a revision of casino driveways	7
Requested improvements to the truck traffic entering and exiting Love's	3
Requested additional Canadian River bridges be built	4
Requested improved lighting at the interchange	2
Suggested a route behind Love's and Sonic to route trucks or other traffic to SH-9W at Sonic Road	9
Requested 2 dedicated exit lanes to WB SH-9W	5
Requested 2 dedicated exit lanes to NB I-35	3
Suggested changes to lights/signals near the interchange	15
Suggested a pedestrian bridge between Love's and the casino	1
Suggested redesigning the southbound I-35 exit barriers ("ball bats") so trucks do not hit them	1

TABLE 2.3: PUBLIC COMMENT SUMMARY (CONTINUED)

Comment	# of Comments
Suggested not allowing access to northbound I-35 from the roundabout in Alternative 3D	1
Congestion is 4-7 and caused by the signal at SH-9W & Harvey Avenue	1
Does not think the Bankers Avenue connection is a good idea	1
Thanks ODOT for keeping debris picked up from Norman to Moore	1
Congestion caused by SH-9W, not just the Casino	1
Likes the reliever ramp	1
Current traffic conditions are chaotic and dangerous	2

Note: Support for Alternative 2B was expressed in 12 written comments. Additionally, 1 verbal comment supported Alternative 2B, bringing the total to 13.

2.3.3 RESPONSES TO PUBLIC COMMENTS

Two (2) comments were received from municipalities: the Town of Goldsby and the City of Newcastle. Both municipalities were in support of the interchange project and preferred Alternative 2B – the Diverging Diamond Interchange with the Reliever Ramp. Both municipalities also believed that the project area was rapidly growing and construction projects for homes were being planned. ODOT thanks the municipalities for their comments, insights, and stated preferences.

Four (4) individuals expressed concerns with the Alternatives that were presented. ODOT has responded that all of the Alternatives address the traffic congestion by improving the traffic operations and that access to homes, businesses, and property adjacent to the project will be maintained during all phases of construction; although in some cases, temporary drives may be required until permanent drives can be restored. Additionally, Alternatives 2A and 2B are designed with additional medians, signing, and striping to make the routes very clear, Alternatives 2B and 3D include an additional reliever ramp to improve congestion, and the interchange facility, bridge, and traffic signal in the Alternative 4 design will be maintained by ODOT personnel.

Seven (7) comments were received suggesting a revision of the casino driveways. ODOT has responded that the improved interchange and the increased signal spacing between the southbound I-35 off-ramp and South Harvey Avenue caused by the realignment of South Harvey Avenue will improve the congestion along SH-9W. In addition, ODOT will work with all property owners to ensure appropriate signage and channelization will enhance safety throughout the corridor.

Three (3) comments were received requesting improvements be made to the truck traffic operations entering and exiting Love’s. ODOT believes he increased signal spacing between the southbound I-35 off-ramp and South Harvey Avenue caused by the realignment of South Harvey Avenue will improve the truck traffic operations entering and exiting Love’s. All Alternatives include a traffic signal that can be utilized by Love’s traffic.

Four (4) comments were received requesting additional Canadian River bridges be built. ODOT notes that the purpose and need for this project is to address the increases in traffic volumes and localized congestion by improving the operation of the interchange, but this project will include

additional capacity for vehicles exiting to SH-9W across the southbound bridge by utilizing the existing shoulder.

Two (2) comments were received requesting improved lighting at the interchange. ODOT acknowledges that safety is an important aspect of design for each ODOT project, and appropriate lighting on the interchange will be considered to ensure the safety of travelers.

Nine (9) comments were received suggesting a route behind Love's and Sonic to route trucks or other traffic to SH-9W at Sonic Road. ODOT notes that current and future traffic on SH-9W were considered in all design Alternatives. The southbound dual off-ramps are an effective measure to address traffic congestion on SH-9W while allowing for access along the corridor.

Five (5) comments were received requesting two dedicated exit lanes to westbound SH-9W. In response, all of the Alternatives include at least two southbound I-35 exit lanes and will address the traffic congestion by improving the traffic operations.

Three (3) comments were received requesting two dedicated entrance lanes to northbound I-35. ODOT notes that all of the Alternatives include at least two northbound I-35 entrance lanes and will address the traffic congestion by improving the traffic operations.

Fifteen (15) comments were received suggesting changes to the lights and signals near the interchange. ODOT acknowledges that traffic signals and highway lighting will be part of the improved interchange as needed to ensure safe and efficient movements for the traveling public.

One (1) comment was received suggesting a pedestrian bridge between Love's and the casino. ODOT confirms that all forms of traffic, including pedestrian traffic, are considered for each project. The purpose and need for this project is to address the increases in traffic volumes and localized congestion by improving the operation of the interchange, and the addition of a pedestrian bridge does not meet this purpose and need.

One (1) comment was received suggesting redesigning the southbound I-35 exit barriers so trucks do not hit them. In response, the improved interchange will improve the traffic operations and accommodate all traffic movements safely. During the design process, barriers and clear zone (or clear recovery area) will be evaluated; however, for all Alternatives, barriers are not anticipated for the southbound I-35 exit.

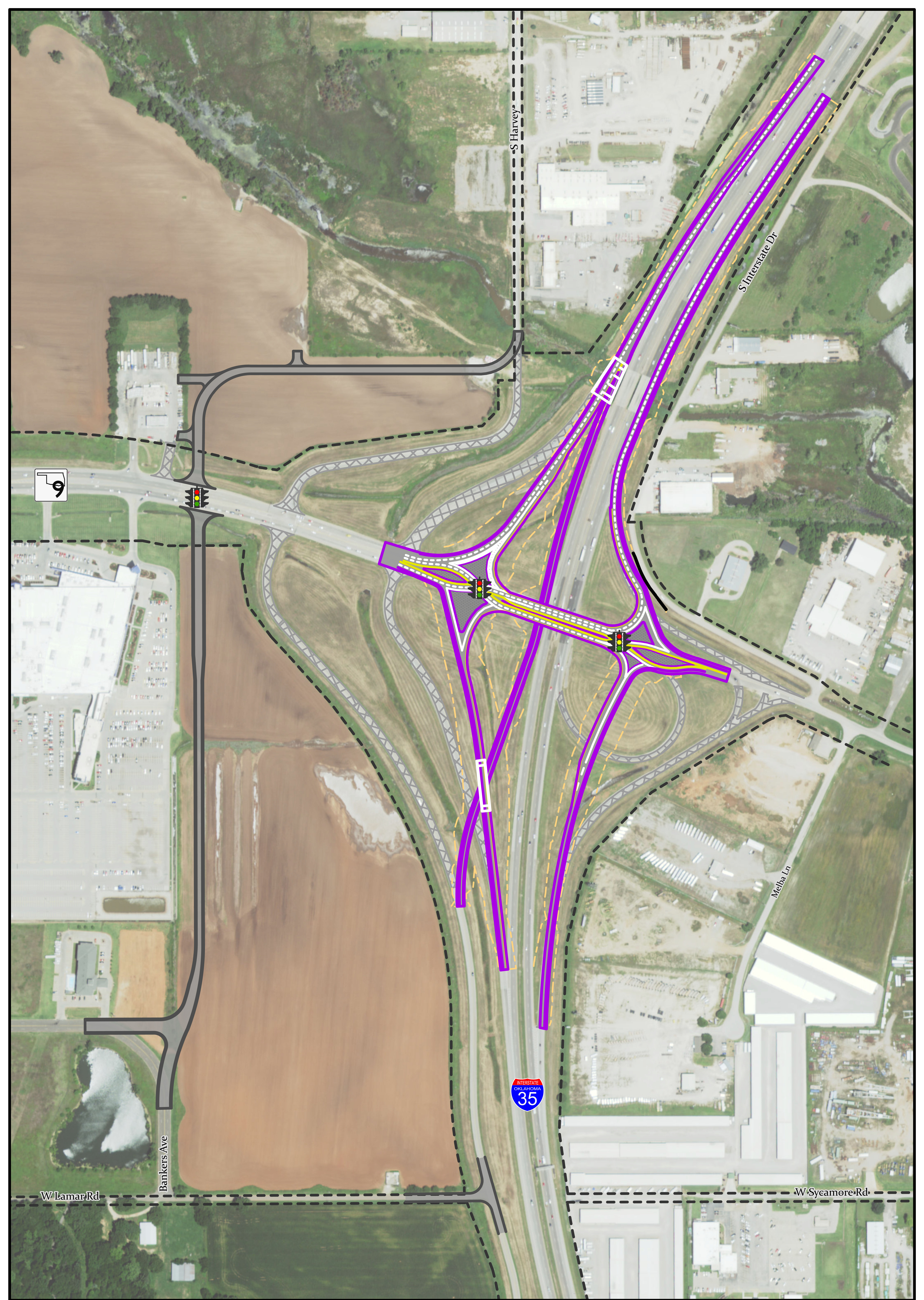
One (1) comment was received suggesting not allowing access to northbound I-35 from the roundabout on Alternative 3D. However, for Alternative 3D to be a fully operational interchange and accommodate all traffic movements, there must be access to northbound I-35 from westbound SH-9W.

One (1) comment was received suggesting that the congestion from 4:00-7:00 PM is caused by the casino, the traffic signal at South Harvey Avenue, and development in the area. All the Alternatives considered traffic out to the year 2050 to determine the best solution. All the Alternatives improve operations throughout the system over the existing interchange.

3 CONCLUSION

ODOT reviewed the operations, comments from the public, and the overall interchange analysis and has decided to move forward with Alternative 2B – the Diverging Diamond Interchange with the Reliever Ramp. From the alternatives matrix, Alternative 2B has the best combination of operational improvements, cost effectiveness, and reduced future maintenance concerns. Alternative 2B has strong support from the public and from two major stakeholders, i.e., the Town of Goldsby and the City of Newcastle.

ODOT's decision was based upon many factors. Alternative 2B was ranked the highest in operational efficiency in both the current year and the projected 2050 timeframe. This is demonstrated by Alternative 2B ranking the lowest in average delay, the lowest in average travel time, and the highest in average vehicle throughput. In addition, Alternative 2B's design alleviates many common interchange issues, which include snow and ice treatment on loop ramps, potential wrong way movements on ramps, and greatly reduced conflict points for major movements. The added reliever ramp will also serve new development in the Town of Goldsby and other surrounding areas while helping to reduce congestion on I-35 and SH-9W. Lastly, the project's cost was near the median, but within the current estimate of the ODOT 2022-2029 8 Year Construction Work Plan.



9

S Harvey

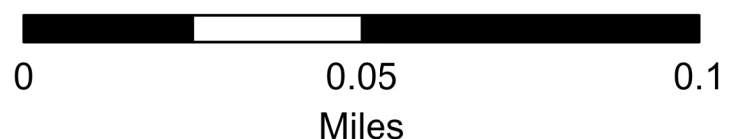
S Interstate Dr





Melba Ln

Bankers Ave

W Lamar Rd

W Sycamore Rd



-  Option 2B Layout
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Traffic Signal Location



JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 2B - (DDI) DIVERGING
DIAMOND INTERCHANGE + RELIEVER