



# **PUBLIC INVOLVEMENT SUMMARY**

**SH-74 Bridge over I-35  
Replacement/Interchange  
McClain County, Oklahoma  
JP 29571(04)**

**Prepared for:**



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**EXECUTIVE SUMMARY**

This document summarizes the public involvement program associated with the project to replace the SH-74 bridge over I-35. A virtual open house was held to obtain public input on the five (5) design alternatives. These alternatives included the following:

- Alternative 1 – 0° Bridge Skew
- Alternative 2A & 2B – 20° Bridge Skew, signalized south intersection or roundabout south intersection, respectively
- Alternative 3A & 3B – 45° Bridge Skew, signalized intersections or roundabout intersections, respectively
- Alternative 4A & 4B – 40° Bridge Skew, signalized intersections or roundabout intersections, respectively
- Alternative 5A & 5B – 53° Bridge Skew, signalized intersections or roundabout intersections, respectively

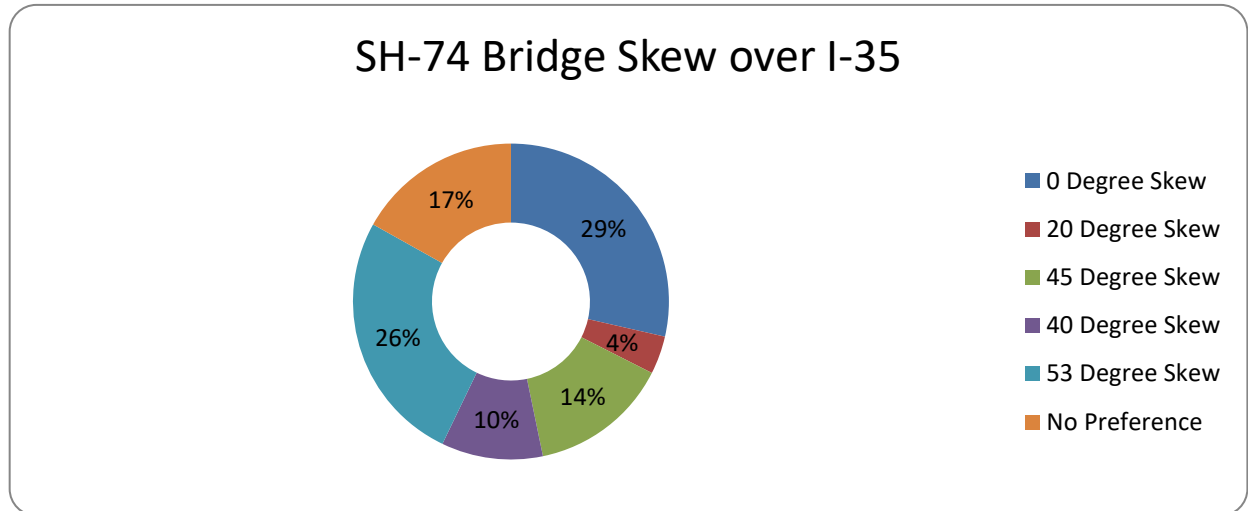
After the public meeting, comments were received from three (3) agencies, the Town of Goldsby, and twenty-five (25) members of the public. These comments were categorized into six (6) broad comment categories, as seen in **Table ES.1**, with ODOT providing responses to these comments.

**TABLE ES.1: PUBLIC COMMENT SUMMARY BY CATEGORY**

Comment Category #	Comment Description	# of Comments
1	Comments regarding roundabouts	25
2	Support for/opposition to specific options	9
3	Concerns about existing or future traffic congestion	7
4	Requests to minimize disturbance	7
5	Comments about Goldsby development	2
6	Concerns about existing/worsening congestion at SH-74/Center Road	2

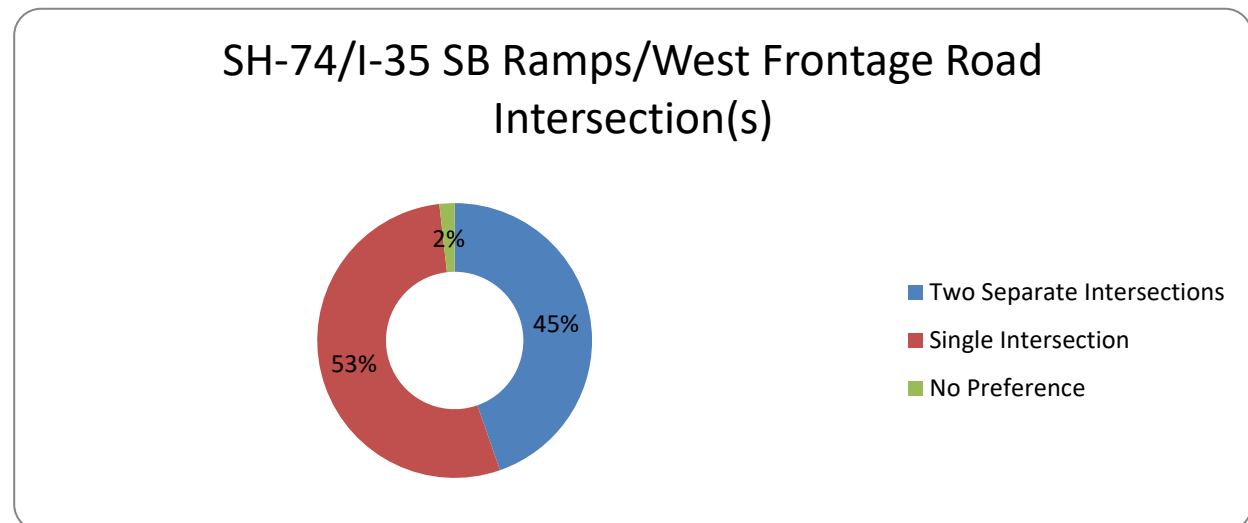
Ninety (90) participants also provided input through the MetroQuest survey. The results of this survey indicated:

- A preference for the 0° bridge skew (29% majority), as seen in **Figure ES.1**.



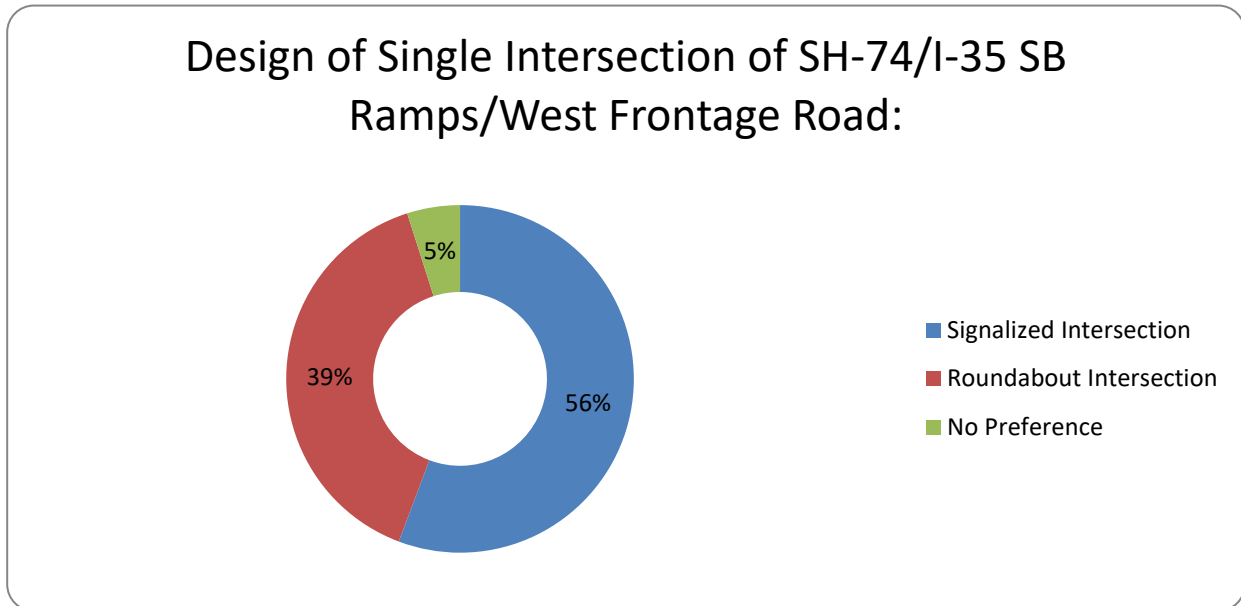
**FIGURE ES.1: SH-74 BRIDGE SKEW OVER I-35**

- A preference for a single intersection south of the bridge (53% majority), as seen in **Figure ES.2**.



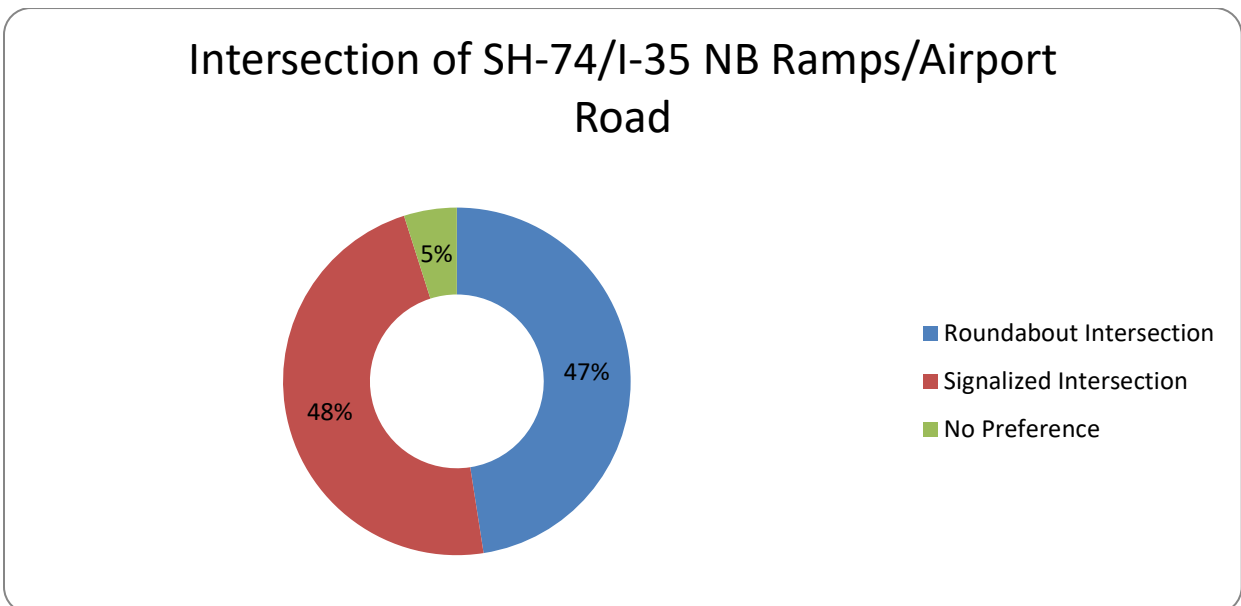
**FIGURE ES.2: SH-74/I-35 SOUTHBOUND RAMPS/WEST FRONTAGE RD. INTERSECTION(S)**

- A preference for a signalized intersection south of the bridge (56% majority), as seen in Figure ES.3.



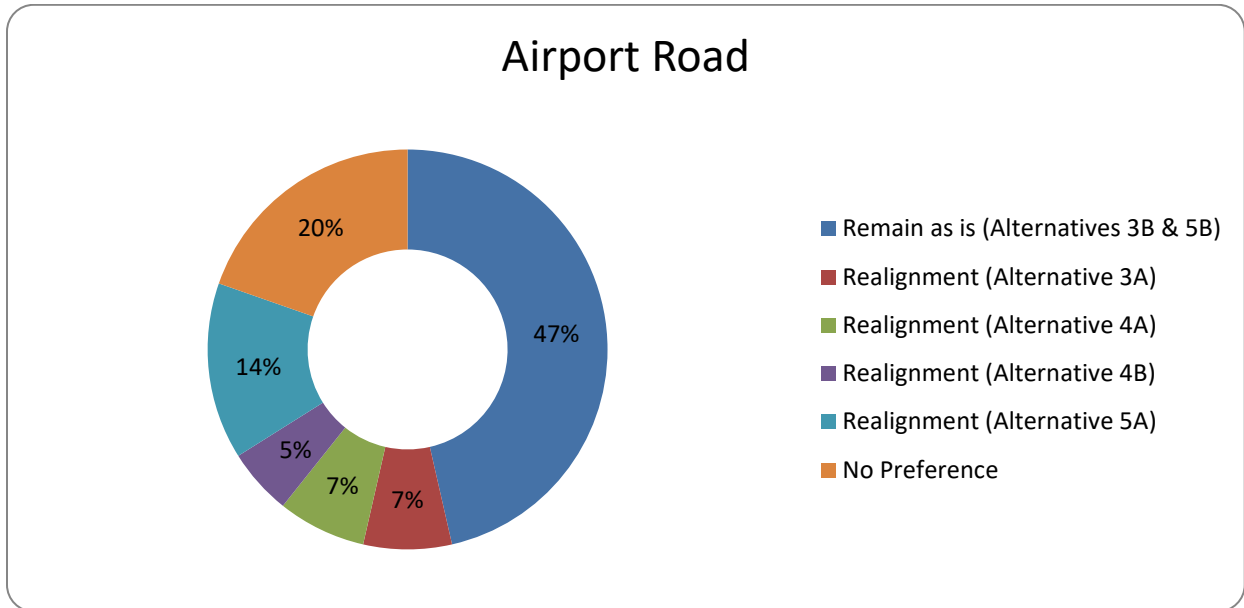
**FIGURE ES.3: DESIGN OF SINGLE INTERSECTION OF SH-74/I-35 SOUTHBOUND RAMPS/WEST FRONTAGE ROAD**

- A preference for a signalized intersection north of the bridge (48% majority), as seen in Figure ES.4.



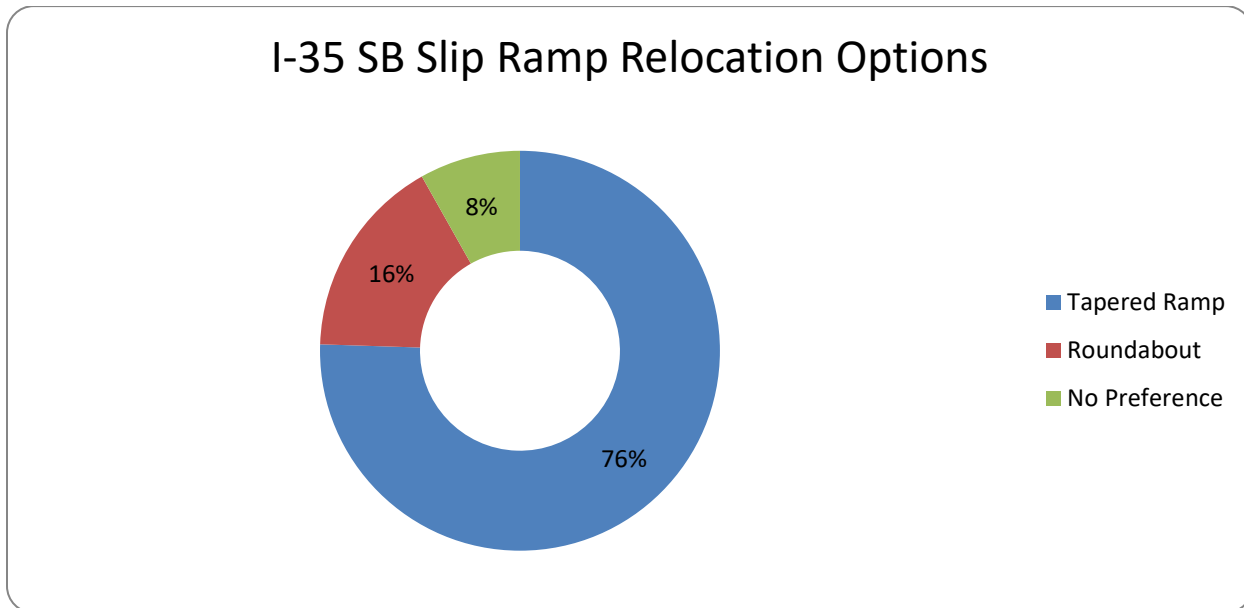
**FIGURE ES.4: INTERSECTION OF SH-74/I-35 NORTHBOUND RAMPS/AIRPORT ROAD**

- A preference for Airport Road to remain at its existing alignment (47% majority), as seen in **Figure ES.5**.



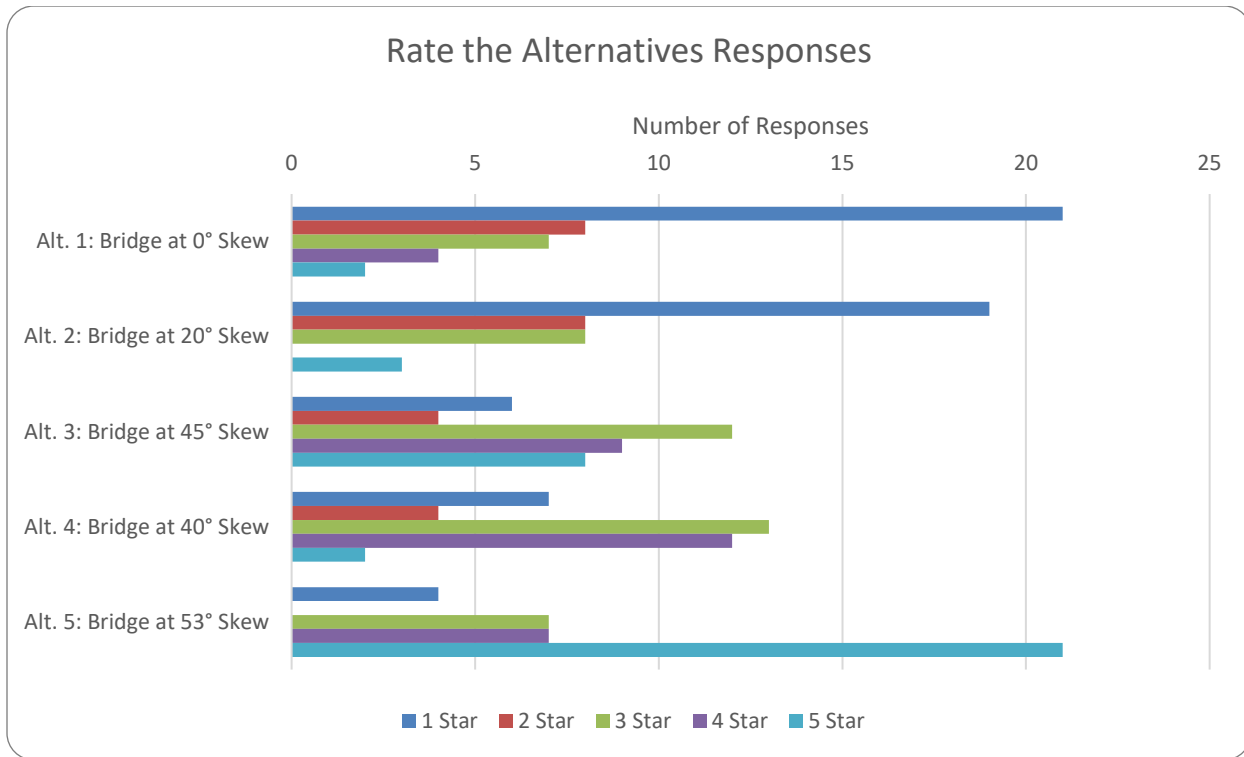
**FIGURE ES.5: AIRPORT ROAD**

- A preference for the I-35 southbound slip ramp to be tapered (76% majority), as seen in **Figure ES.6**.



**FIGURE ES.6: I-35 SLIP RAMP RELOCATION OPTIONS**

- A preference for Alternative 5 (rating of 4.05 out of 5 stars), as seen in **Figure ES.7**.



**FIGURE ES.7: RATE THE ALTERNATIVES**

Responses to Comments

Comment Category #1

*Comments regarding roundabouts.*

**ODOT Response:** Thank you for your comment. ODOT values your participation in this process and your comment has been included in the project record. Please refer to **Figures ES.3** and **ES.4** above to see the results of the public participation survey.

Comment Category #2

*Support for/opposition to specific options.*

**ODOT Response:** Thank you for your comment. ODOT values your participation in this process and your comment has been included in the project record. Please refer to **Figures ES.1, ES.2, ES.5,** and **ES.6** above to see the results of the public participation survey.

Comment Category #3

*Concerns about existing or future traffic congestion.*

**ODOT Response:** ODOT has performed traffic studies in the project area and all the Alternatives presented in this Virtual Open House are anticipated to improve the existing traffic and accommodate the projected traffic in the project area. Additionally, all the alternatives that include a signal or a roundabout predict less traffic congestion as compared to the existing condition.

Comment Category #4

*Requests to minimize disturbance.*

**ODOT Response:** The SH-74 bridge is anticipated to remain open to through traffic during construction. All traffic movements, drives, and access to businesses and residences will be maintained throughout construction; however, traffic and drive locations may change during construction.

ODOT has considered the environmental impacts as described in the Virtual Open House, including the potential impacts to the airport and residential and commercial buildings and property. The use of retaining walls near Airport Road on some alternatives makes increasing access to the airport more difficult; however, existing accessibility to the airport will be maintained with all the Alternative options. And potential right-of-way acquisition will be the minimal necessary. ODOT will obtain an independent appraisal and present a fair market value offer for the necessary property. Owners of any affected homes or businesses will be provided with additional relocation assistance. Full environmental studies will be completed during the design phase of the project.

ODOT has also considered potential impacts. This project does not expand I-35, add another through lane of traffic, or offset the I-35 alignment, so no noise increase is expected from any of the Alternative improvements. However, when the future expansion of I-35 to a 6-lane facility is being designed, a noise study will be conducted, and the feasibility and reasonableness of noise abatement will be determined.

Elected and non-elected Town of Goldsby officials have communicated with ODOT their development goals and have had input on what would be ideal for the Town of Goldsby's economic status.

Comment Category #5

*Comments about Goldsby development.*

**ODOT Response:** During the public involvement period, ODOT was available to meet with the Town of Goldsby and provide the additional information requested. Elected and non-elected Town of Goldsby officials have communicated with ODOT their development goals and have had input on what would be ideal for the Town of Goldsby's economic status.

Comment Category #6

*Concerns about existing/worsening congestion at SH-74/Center Road.*

**ODOT Response:** The SH-74 and Center Rd. intersection will be addressed in the design phase of this project based on projected Average Annual Daily Traffic (AADT) and turning movements.

**Design Alternative Determination and Additional Analysis:** ODOT reviewed the operations, impacts, comments from the public, and the overall bridge & interchange analysis. The decision was made to move forward with Alternative 5 – 53° bridge skew. The final decision regarding whether the two intersection locations (north and south of the SH-74 bridge over I-35) should be signalized or roundabout configurations is still under consideration. From the alternatives matrix overall, Alternative 5 (both A and B options) has the best combination of geometric design improvements, intersection capacity, and least environmental impacts. It also has comparable utility relocation impacts, right-of-way acquisition

ODOT has decided to replace the southbound slip ramp and considered several factors regarding slip ramp configuration and location. The roundabout option provides safer travel when associated with regards to the two-way frontage road. The tapered option requires less right-of-way and better meets current driver expectation. Additionally, the tapered option was preferred by public comment. The decision was made to move forward with the tapered option.

These determinations will be carried forward into the final design phase as a revised alternative. During the design phase, further traffic studies will be conducted, specific impacts will be evaluated, and another public involvement event will be held to obtain further input on this revised alternative.