

Public Meeting Summary

I-40 East Corridor Study, Section 1, Reno Avenue to Hudiburg Drive and I-40 over Sunnyslane Road Oklahoma County, JP 29846(04)



OKLAHOMA
Transportation

Prepared by:



6100 S. Yale Avenue, Suite 1300
Tulsa, OK 74136

October 16, 2024

Garver Project No.: 13037240



Table of Contents

1.0	Executive Summary	3
2.0	Introduction.....	4
3.0	Agency Solicitation.....	4
4.0	Public Meeting.....	5
4.1	Public Involvement Plan.....	5
4.2	Meeting Notification.....	6
4.3	Meeting Information and Formats	7
4.4	Questions/Comments Received at Meeting.....	8
4.5	Summary of Written Comments	8
4.5.1	Agency Comments	8
4.5.2	Public Comments	9
4.5.3	Responses to Public Comments	10

List of Appendices

Appendix A	Agency Solicitation Letter and List
Appendix B	Public Meeting Letter and List
Appendix C	Property Owner Postcard and Distribution Map
Appendix D	Public Meeting Sign-in Sheets
Appendix E	Public Meeting Presentation
Appendix F	Public Meeting Handouts and Display Boards
Appendix G	Written Comments





1.0 Executive Summary

The Oklahoma Department of Transportation (ODOT) held a public meeting in Del City, Oklahoma at the Del City Community Center on August 22, 2024, at 6:00 pm. The subject of the meeting was the I-40 East Corridor Study, Section 1 from Reno Avenue to Hudiburg Road, and the I-40 over Sunnyslane Road bridge replacement project in Oklahoma County. The purpose of the meeting was to present the results of the corridor study and the preferred option to the public and obtain public feedback.

Public meeting postcards were mailed on July 31, 2024, to 6,125 addresses in eight (8) postal routes within the project area. The postcard included project information and details of the public meeting. In addition, meeting notification letters were mailed to elected officials, Tribal Nations, and public entities and agencies.

Fifty-three people signed in for the meeting. During the public meeting ODOT presented information about the project. After the presentation, the public could ask ODOT questions and review the display boards. There was also an opportunity for the public to provide written comments and feedback. A website with public meeting information was also available to the public. The website included the same information that was presented at the public meeting and included a method to provide feedback. The public comment period was open from August 1, 2024, to September 5, 2024.

Comments and questions from the meeting were primarily related to concerns about the one-way frontage roads. Attendees were concerned about out of direction travel and changes to on and off-ramp locations that would increase the distance of certain trips. Other concerns were related to the noise impacts of the I-40 widening. Several comments were also received with concerns about the traffic light at I-40 and SE 15th Street which was recently installed.

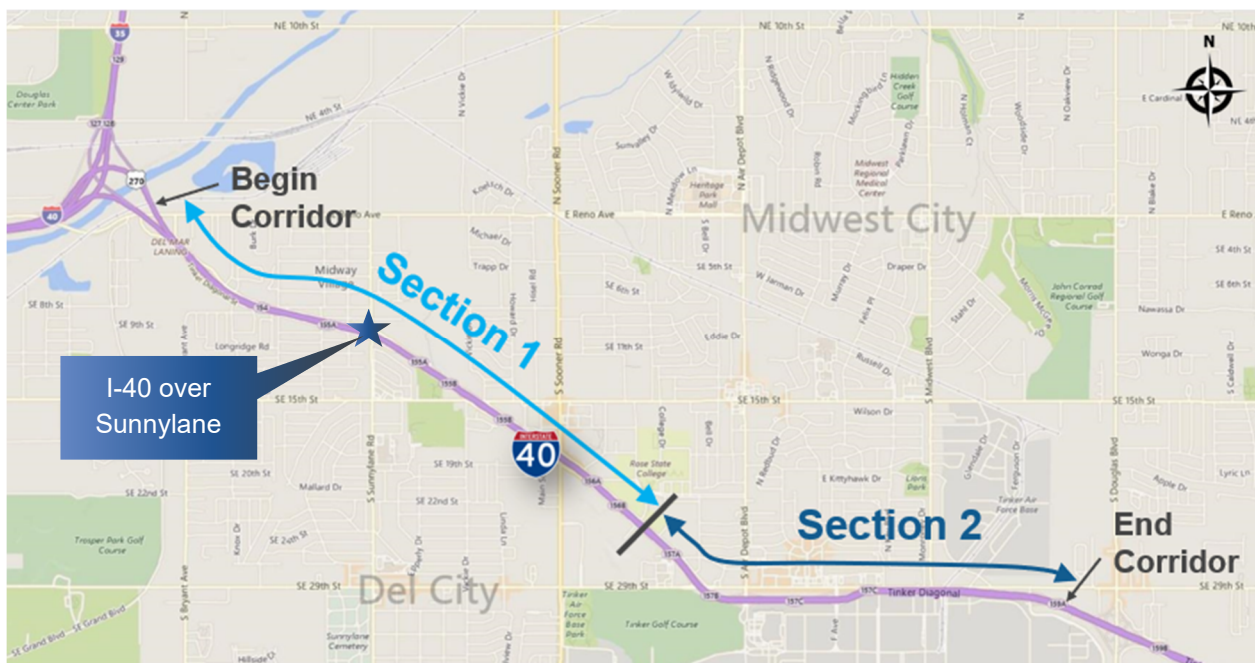
In total, there were four written comments from agencies and local governments, seven written comments from the public, and one voicemail from the public. These comments were similar to what was heard at the public meeting. There were concerns about changing the frontage roads to one-way, and the impact the project might have on private property. Several comments were received about the traffic light at SE 15th Street and Vickie Drive. Two people commented about needing safe pedestrian and bicycle paths. ODOT provided responses to all comments which are in this document. All supporting project information can be found in the appendices.



2.0 Introduction

This document summarizes the in-person public meeting and virtual public open house conducted for the I-40 East Corridor Study Section 1 Study and I-40 over Sunnyslane Road project [JP 29846(04)] in Oklahoma County (Figure 1). ODOT is studying the I-40 East Corridor, consisting of two sections. Section 1 is from Reno Avenue to Hudiburg Drive, and Section 2 is from Hudiburg Drive to just west of Douglas Blvd. This public meeting summary is for the Section 1 of the I-40 East Corridor and the I-40 over Sunnyslane Rd. bridge replacement project. An in-person public meeting was held on August 22, 2024, in Del City, OK, and a virtual public open house was held from August 1 to September 5, 2024, at www.odot.org/I40EastOKC. The purpose of the meeting was to present the preferred alternative for Section 1 of the I-40 East Corridor and the proposed design for I-40 over Sunnyslane Rd., and to receive public input.

Figure 1: I-40 EAST Bridges Corridor Study Project Extents



3.0 Agency Solicitation

Initial agency solicitation letters were mailed on July 31, 2024. These letters provided a short project description, the purpose of the project, an invitation to the public meeting held on August 22, 2024, and website links to the presentation and meeting materials. The letter requested recipients to provide input by September 5, 2024. This letter was sent to federal and state resource agencies and Indian Tribes. A copy of the agency solicitation letter and the mailing list is included in **Appendix A**.





4.0 Public Meeting

4.1 Public Involvement Plan

Public involvement for this project followed ODOT's Public Involvement Plan (February 2022) available at [Final ODOT PIP February 2022.pdf \(oklahoma.gov\)](#). Data from the 2021 American Community Survey was investigated to determine the presence of low-income and minority populations in the I-40 corridor data collection area. The linear data collection area covers multiple Block Groups in Census Tracts 1073.05, 1076.01, 1078.04, 1078.05, 1078.06.

Review of this data indicates that Oklahoma County (County) has a higher median household income (\$58,954) and a slightly higher percentage of families below the poverty line (12.2%) than the State of Oklahoma (State), which is \$55,826 and 11.5%. All Block Groups with a reported median household income had a lower median household income compared to the State and County. All Block groups, with the exception of Census Tract 1078.06 Block Group 1, had a higher percentage of families with income below the poverty line when compared to the State and County. (Census Tract 1076.01 is reported as 0 population.)

The racial demographics of the individual Block Groups vary when compared to the State and County. Generally, the percentage of Black or African American populations in Block Groups were higher (12.7%-55.1%), when compared to the State (6.9%) and County (9.4%) except for Census Tract 1078.04, Block Group 1 and Census Tract 1078.06, Block Group 3. Percentages of American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, with two exceptions, were lower. The Asian population in Census Tract 1078.04, Block Group 1 is higher, and Hispanic populations in Census Tract 1073.05, Block Group 2 and Census Tract 1078.04, Block Group 1 (26.3% and 36.4%) were significantly higher than the State (11.7%) and County (13.9%). **Table 1** Summarizes all demographic data. All populations were considered in outreach methods for the public meetings. See **Section 3.2** below.



Table 1 Demographic Data

Geography	Population	Income Data		Race Data (%)						
		Median Household Income (Dollars)	Percent of Families with Income Below Poverty Line	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other Race	Hispanic (of any race)
Oklahoma	3,986,639	55,826	11.5	65.6	6.9	7.5	2.3	0.1	3.6	11.7
Oklahoma County	672,858	58,954	12.2	61.3	9.4	5.2	3.6	0.2	4.7	13.9
Census Tract 1073.05										
Block Group 2	782	20,343	46.3	32.0	28.1	3.2	0.0	0.0	0.0	36.4
Census Tract 1076.01										
Block Group 1	0	n/a	n/a	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Block Group 4	736	n/a	40.8	24.6	67.9	0.0	1.9	0.0	0.0	1.9
Census Tract 1078.04										
Block Group 1	1,231	46,098	14.2	51.8	1.8	6.5	4.1	0.0	0.0	26.3
Block Group 2	1,096	44,680	18.9	77.2	12.7	0.0	0.0	0.0	0.0	5.9
Census Tract 1078.05										
Block Group 1	532	40,000	30.4	48.9	31.6	7.0	0.0	0.0	0.2	6.6
Block Group 2	1,134	27,500	38.0	31.0	55.1	3.7	0.0	0.0	0.0	5.6
Block Group 3	1,040	43,472	16.6	59.8	17.9	0.8	1.1	0.0	0.0	6.4
Census Tract 1078.06										
Block Group 1	929	37,109	9.4	82.3	7.1	1.0	0.0	0.0	0.0	8.8
Block Group 3	2,243	43,979	20.8	55.8	12.6	4.1	1.1	0.0	0.0	10.2

4.2 Meeting Notification

In addition to the notification provided via the agency solicitation letters (see above), notice of the public meeting was provided by several other methods. A letter was sent to the Governor’s office, elected officials (federal and state), Del City and Midwest City elected officials and Fire Chiefs and Chiefs of Police, local school districts, Tinker Air Force Base personnel, and Integris Community Hospital. The letter provided a brief description of the purpose and need for the project and an invitation to the in-person and virtual public meetings. Letters were mailed on July 31, 2024. A copy of the letter and the mailing list is included in **Appendix B**.

In an effort to provide maximum notification, especially to rented and leased properties, postcards with information about the in-person and virtual public meetings were delivered by USPS Every Day Direct Mail (EDDM) to all addresses on postal routes 73115-C019, 73115-C011, 73115-C007, 73115-C013, 73115-C012 in Del City, and 73110-C019, 73110-C006, and 73110-C005 in Midwest City. In total, 6,125 postcards were delivered. A copy of the postcard, and EDDM postal route map is included in **Appendix C**.





4.3 Meeting Information and Formats

The virtual public open house was held on-line at www.odot.org/I40EastOKC from August 1, 2024 through September 5, 2024. Eventually materials will be archived at [Public Meetings \(oklahoma.gov\)](http://PublicMeetings(oklahoma.gov)). The virtual public open house included an introduction to the project and the following pages:

- Sign In and Handout
 - Public meeting handout available for desktop, mobile, and pdf viewing.
- Study Background
 - Information about ODOT's stakeholder meeting for the I-40 Corridor Study in April 2018
- Project Presentation
 - Five short videos and PDF versions of the public meeting presentation
- Interactive Maps
 - Alternative 1 ArcGIS map of the Section 1 Corridor and an I-40 over Sunnyslane ArcGIS map with the ability to add public comments to the map
- Exhibits
 - Alternative 1 map of the Section 1 Corridor and an I-40 over Sunnyslane map showing present and proposed right-of-way, retaining walls and environmental constraints
- Project Timeline
 - Depiction of the project timeline and future steps
- Frequently Asked Questions
 - Common questions and answers about the project
- I-40 over Sunnyslane Road
 - Information specific to the bridge replacement project
- Submit a Comment
 - On-line comment form and PDF comment form with instructions

The in-person public meeting was held on August 22, 2024, at 6:00 PM at the Del City Community Center at 4505 SE 15th Street, Del City, OK. Fifty-three (53) people signed in for the meeting. Meeting attendees included State House Representative Andy Fugate (District 94), Del City Municipal Commissioner Francisco Arredondo, the local newspaper for both Midwest City and Del City- Midwest City Beacon, ODOT, Garver, a representative from a local church, area businesses, and members of the public. A copy of the sign-in sheets is included in **Appendix D**.

Trenton January, ODOT District 4 Engineer, opened the meeting and welcomed the attendees. Mr. January briefly described the project. Garver then gave a presentation about the project, followed by an open question and answer period. The presentation covered:

- Introduction
- Corridor Study Sections and Purpose of the Study
- Purpose of the Meeting
- Overview of Construction Projects
- Study Development Process
- Initial Data Collection
- Existing Conditions
- Design Alternatives





- Next Steps
- How to Submit Comments

ODOT and Garver staff were available both before and after the formal presentation for one-on-one and small group discussions with the public. Display boards showing aerial maps of I-40 East Alternative 1 and I-40 over Sunnyslane were available for public viewing in two locations. A handout including the purpose of the project, proposed improvements, information summary, the project website, and a QR code was provided. A copy of the presentation is included in **Appendix E**. A copy of the display boards and meeting handouts is included in **Appendix F**. The public and agency comment period was open until September 5, 2024.

4.4 Questions/Comments Received at Meeting

Comments and questions from the meeting were primarily related to concerns about the one-way frontage road conversion. Attendees were concerned about out of direction travel and changes to ramp configuration that would increase the distance of certain trips. Other concerns were related to the noise impacts of the I-40 widening. Several comments were also received with concerns about the traffic light at I-40 and SE 15th Street which was recently installed.

4.5 Summary of Written Comments

Four (4) written comments from agencies and local governments, seven (7) written comments, and one (1) voicemail from members of the public were received during the comment period. Copies of the written comments are included in **Appendix G**. ODOT responses to the comments are shown in italics after each comment.

4.5.1 Agency Comments

The **U.S. Department of the Interior, Bureau of Indian Affairs**, reviewed the project and determined there are no tribal or Individual Indian trust lands in the vicinity of the project. *Response: Thank you for your comment.*

The **Oklahoma Department of Environmental Quality** reviewed the project and found no adverse environmental impacts under DEQ jurisdiction. The ODEQ informed ODOT that prior to beginning any construction activity disturbing more than one acre, ODOT must submit an NOI and obtain authorization under OKR10, construction stormwater. Also, if water and wastewater infrastructure needs to be relocated as part of the project, a construction permit from DEQ's Water Quality Division that includes the following:

- Construction of new water and wastewater treatment facilities;
- Modifications and upgrades to existing facilities;
- Construction of new water distribution and wastewater collection lines;
- Relocation of existing water distribution and wastewater collection lines.

If the project is replacing existing equipment with same type and size equipment, and the water and wastewater lines will be replaced with the same size line in the same location, a construction permit is not required.





Response: Thank you for your comment. ODOT will ensure that all necessary permits are obtained prior to construction.

The **Oklahoma Aeronautics Commission** stated that based on the limited information provided in the letter and their cursory review, the project may require a permit from the Commission. Additional information concerning site elevation and total height of any installed fixtures are required for a more thorough review in order to make that determination. OAC goes on to state the project will require a 7460-1: Notice to Proposed Construction to be filed with the Federal Aviation Administration based on the FAA’s Notice Criteria Tool. *Response: Thank you for your comment. ODOT will complete and file Form 7460-1 prior to project construction.*

The **Oklahoma Water Resources Board** stated that before any type of permit is approved, ODOT will need to fill out an OWRB State Owned & Operated Property Floodplain Development Permit. If the project is proposed in a community which does not participate in the National Flood Insurance Program, ensure that this project is completed so that it is reasonably safe from flooding. *Response: Thank you for your comment. ODOT will ensure that all necessary permits are obtained prior to construction.*

4.5.2 Public Comments

Seven (7) written comment forms or letters and one (1) voicemail from the public were received. Half of the emails and comment cards included more than one question or comment. Comments from the public are summarized in Table 1 and in the paragraphs below. Similar comments were grouped into categories with the number of comments per category shown. Because half of the emails and the comment form (including the voicemail) included more than one question or comment, the numbers of questions and comment will total more than 8.

Table 2: Public Comment Summary

Service Road Changes	
The one-way frontage roads will improve safety.	1
Add soundwalls to reduce noise for the neighborhoods that backup to the interstate	1
15th and Vickie Drive	
Leave the Vickie Drive and SSE 15th intersection "as is" with improved traffic lights with arrows for left and right turns.	1
Add arrows to all signal heads to direct traffic to the corresponding lane on the other side of the intersection.	1
Redesign traffic lights and lane markings to help direct traffic better at SE 15th Street	1
The proposed entrance at Vickie Drive and SSE 15th will create new potential for accidents when drivers attempt to make a left turn onto the far right lane on SE 15th street to prepare to enter I-40.	1
On Vickie Drive and SSE 15th intersection, move the amber signal under the overpass directing west bound traffic south onto Vickie Drive.	1





On Vickie Drive and SSE 15th intersection, relocate the light on the center median facing east and move the white stop line even with the yellow lane markings.	1
At the intersection of I-40, SE 15 th and Vickie Dr., with the installation of an island, there will be no left hand turns at Vickie Dr. to go north as well as south off SE 15 th St.	1
Private Property and Business Concerns	
The proposed west bound frontage road between SE 15th and Sunnyslane Rd should be designed as a two-way road with additional off ramp to the entrance to the Ray Trent Park. A major auto dealership will be handicapped if the road is made one-way, west bound only.	1
How much right-of-way will ODOT require?	2
Will billboards be moved?	1
Has an economic impact study occurred?	1
Scheduling and Budget	
What is the schedule to fund the project, what is the schedule of the project, and how will traffic be redirected during construction phasing?	1
Other	
Center Drive is mislabeled on the map. It should be Warren Drive	1
At Sunnyslane Rd. and I-40 there is insufficient space for Tinker traffic. Will the plans help this situation?	1
Add safe bicycle infrastructure for pedestrians and people on bikes on the new bridges and through the intersections.	1
Why has the preferred alternative not taken into account community planned trails?	1
I support the project.	1

4.5.3 Responses to Public Comments

This section includes ODOT's responses to the questions and comments received. Italics indicate ODOT's response. Because half of the comment forms (including the voicemail) included more than one comment, the numbers of questions/comments will total more than 8.

Q1: The one phone message that was received about the project was a citizen wanting to set up an in-person meeting with ODOT about the project.

A1: *ODOT called her back and shared some of the information about the project goals, addressing bridges and frontage roads and part of I-40 potentially, but everything was still in the early design process. ODOT also made a point to invite her to the Public Involvement meeting on August 22nd.*

Q2: The proposed west bound frontage road between SE 15th and Sunnyslane Road should be designed as a two-way road with an additional off ramp at the entrance to the Ray Trent Park. There is a major Auto Dealership on that service road that will be handicapped if the road is made one-way, west bound only.





A2: *The frontage road system acts as an entire system and will either be all one-way or all two-way to reduce driver confusion. The one-way system includes protected turnarounds to help people circulate to both sides of the interstate. There is a proposed off ramp located just east of the park entrance. We will review all ramp locations based on public meeting feedback.*

Q3: *The Lane Markings and signal light for the east bound lanes at SE 15th Street should be redesigned to clearly direct traffic several hundred feet further west on SE 15th into the proper traffic lane. Lanes should have painted surface turn and direction arrows. The signal lights need to have arrows above the lane directing the direction traffic allowed.*

A3: *ODOT is reviewing this area based on feedback from the public meeting.*

Q4: *Leave the intersection at Vickie Drive and SE 15th as is with improved traffic lights with arrows showing only left or right turns are permitted. The proposed entrance west of the current location will create new potential for accidents when drivers attempt to make a left turn onto the SE 15th Street far right, left turn lane to prepare to enter I-40 west service road under the overpass.*

A4: *Five leg intersections are dangerous and not desirable. Moving Vickie Drive to the west will allow for this location to function like a normal intersection.*

Q5: *Move the amber signal light under the overpass directing west bound left hand turns off SE 15th Street, south onto Vickie Drive. Relocate the light on the center median facing east. Move the white stop line for this lane up even with the yellow lane defining markings.*

A5: *ODOT is reviewing this area based on feedback from the public meeting.*

Q6: *The I-40 bridge at Sunnyslane Rd. construction is scheduled to begin in 2028. If I understand the schedule, all other improvements related to the Sunnyslane bridge, i.e. Alt 1 one-way frontage road improvements, turn-around under the bridge, etc. are not part of the 8-year program and are neither funded nor scheduled. Is this correct? If so, what is the plan to appropriate money for completion of Alt 1 and when would it be scheduled for completion?*

A6: *That is correct. The I-40 over Sunnyslane project is currently programmed to start in 2028. There is no funding or schedule identified for the I-40 widening or frontage road improvements. Once the study is complete then ODOT can identify specific project pieces and start adding them into the 8-YR workplan. Also, ODOT continues to apply for federal grants to advance construction start times.*

Q7: *Alt 1- To get to the south side of Scott St. bridge while driving east to west on I-40, would you be able to exit at Sunnyslane Rd., crossover Sunnyslane Rd, continue driving west on the frontage road to Scott St. bridge and turn left?*

A7: *The current design includes an exit ramp for westbound I-40 traffic, just west of Sunnyslane Rd. after you cross over the bridge. This ramp would not require traffic to travel across Sunnyslane Rd. through an intersection. Drivers would exit the highway and just continue on the frontage road to Scott St. and then turn left.*

Q8: *I own property at 3737 Tinker Diagonal, Del City, OK 73115. I am concerned about how much if any will be taken off the front of the property that exists now. I also own the billboard on the west side of the property and am concerned about it. Please let me know ODOT's intentions on these 2 items.*





A8: *The design of the I-40 Section 1 improvements is still very conceptual. While right-of-way may be required to accommodate the widening of I-40, the location and amount of this right-of-way has not been finalized. As design progresses, additional public meetings will be held to discuss potential property acquisition. ODOT will minimize any acquisition of right-of-way as much as possible.*

Q9: Tinker traffic at S. Sunnyslane Rd. and I-40 turning west on I-40 and exiting I-40 at Sunnyslane Rd. turning north, there is insufficient space for all of them and long lines are present. Plus, the turning area is too limited. I don't see your plan helping this situation.

A9: *The current Sunnyslane project that is in the 8-year work Plan is a Bridge and Approach job that will widen and raise the current I-40 bridge over Sunnyslane. Limited work will be done on Sunnyslane in this project. Frontage road updates are not part of the current project. The frontage roads will be addressed in future projects that may add lanes and lengthen turn bays depending on traffic analysis.*

Q10: The intersection of I-40, SE 15th and Vickie Dr. is a critical intersection for traffic going south and north on Vickie Dr. What I see and understand doesn't help the flow north or south. With the installation of the island there will be no left hand turns at Vickie Dr. to go north as well as south off of SE 15th St.?

A10: *The current intersection of I-40, SE 15th and Vickie Dr. are 5 leg intersections that are nonstandard. With the proposed frontage road improvements, the intersections will not include Vickie Dr. in the intersection of I-40 and SE 15th. The new intersections will be 4 leg intersections with I-40 frontage road and SE 15th Street. Vickie Dr. will be relocated to the west on the south side of SE 15th Street and will be closed on the north side of SE 15th Street with traffic using Howard Dr. to go north.*

Q11: Please consider putting a sound barrier on the south side of the eastbound access road at I-40 and Sunnyslane. I live in the neighborhood just to the south and my back yard faces the interstate/frontage road. The noise is already pretty loud coming from the interstate. Trucks frequently park and idle along this access road due to the width. Widening the interstate and making it closer to the homes on the south side will only increase traffic noise.

A11: *The project to replace the bridge at I-40 and Sunnyslane will not include noise walls. Once the design for the I-40 widening and frontage road improvements has progressed further and construction funding has been identified, ODOT will perform a detailed noise study. Should a noise wall be found to be feasible and reasonable according to FHWA criteria, it will be included in the future project.*

Q12: Your maps incorrectly label "Warren Drive" as "Center Drive." What steps have you taken to examine the economic impacts the proposed traffic flow changes would have on businesses along this corridor? Even a 2-minute difference in travel time can be enough for a customer to choose a different business to shop at.

A12: *Thank you for your comment on the street name. At this time, ODOT has taken a preliminary look at the impacts of the one-way frontage roads on travel times. While distances may increase somewhat, travel times are not anticipated to increase significantly in most cases. As the design for the I-40 widening and frontage road improvements progresses, ODOT will perform a more detailed socioeconomic study that will include an assessment of impacts to businesses along the corridor.*

Q13: Why does the preferred alternate not take into account trails that adjoining communities have planned? In particular, if bridges are being replaced over I-40, this is the time to make sure that there is a





safe bicycle and pedestrian access. You cannot retrofit these features in later. Even if there are no adjoining sidewalks or trails now, the space needs to be present on the bridges.

A13: *ODOT consults the Association of Central Oklahoma Governments (ACOG) Active Transportation Plan to identify any planned bicycle or pedestrian facilities in the Oklahoma City metro area. In this corridor, only the Ray Trent Park Trail under I-40 is shown. However, as future bridge projects are planned, ODOT will work with the municipalities to identify any bicycle and pedestrian needs on the crossing streets.*

Q14: I approve and support ODOT's I-40 East in Oklahoma County Project. The aspect that I love about ODOT's I-40 East in Oklahoma County Project is that the frontage roads will be one way which will improve safety and access.

A14: *Thank you for your comment.*