

PUBLIC MEETING SUMMARY AND RESPONSES TO COMMENTS

**I-40/Frisco Road Interchange
Canadian County, Oklahoma
JP 30715(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**

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EXECUTIVE SUMMARY

This document summarizes the public meeting conducted for the I-40/Frisco Road Interchange project in Canadian County, Oklahoma. The purpose of the public meeting was to present ODOT’s Preferred Alternative to the public and to obtain public input. The public meeting was held on June 13, 2017 at 6:00 p.m. in the Yukon City Council Chambers. The attendance record was signed by 59 people. The meeting included a presentation on the project from the Oklahoma Department of Transportation’s (ODOT) engineering consultant, Triad Design Group (Triad). Representatives from ODOT and Triad were available for discussion before and after the presentation. The comment period was open until July 5, 2017 with a total of 22 written comments received, including 13 from agencies and 9 from members of the public. Agency comments are summarized in Table ES.1.

TABLE ES.1: AGENCY COMMENT SUMMARY

Agency	Comment
Bureau of Indian Affairs	No tribal or individual Indian trust land in the vicinity of the project.
Bureau of Land Management	No files indicating any Federal minerals, BLM surface lands, or administered Indian mineral interests near or within the project area.
Delaware Nation	Supports project, but requests being up to date on the progress of the project and any new discoveries.
National Park Service	No comments.
Natural Resources Conservation Service	No considerations or permits needed from the agency.
Oklahoma Aeronautics Commission	Recommends determining if a Form 7460-1 should be submitted.
Oklahoma Conservation Commission	The project area most likely does not contain wetland ecosystems and the project should not significantly impact wetland resources in the area.
Oklahoma Corporation Commission	No records of oil and gas wells located within Project Area.
Oklahoma Department of Commerce	Supports Alternative 2, as it provides the least disruption to the local residents and businesses and supports the continued growth in Yukon.
Oklahoma Department of Environmental Quality	<ul style="list-style-type: none"> • Storm Water Permit required for construction disturbing >1 acre. • Requests following the recommendations sent regarding various items (i.e., plumbing codes, lead-based paint, asbestos, fugitive dust, solid or hazardous waste, and OPDES permitting).
Oklahoma Department of Wildlife Conservation	<ul style="list-style-type: none"> • No known species of state concern (threatened or endangered) are at or near the project. • Asks that all precautions and actions be taken to limit the amount of disturbance to any stream corridor. • Asks that best practices be used when working around corridors where riparian zones are present. • Notes that ODWC oversees only state-listed species, and the U. S. Fish and Wildlife Service should be contacted regarding concerns about species of federal interest
Oklahoma Tourism and Recreation Department	No adverse impacts on federally-funded parks, recreation areas, or state parks.
Oklahoma Water Resources Board	Recommends contacting the local floodplain administrator (i.e., Oklahoma County) for possible permit requirements. Also notes that if development falls on state owned or operated property, a floodplain development permit is required from OWRB.

Most of the public comments expressed support for the Preferred Alternative, and one of the comments supportive of the project included a design suggestion. One comment submitted was against the project and another comment provided utility location information. Table ES.2 summarizes the comments received.

TABLE ES.2: PUBLIC COMMENT SUMMARY

Issue Expressed	# of Comments Expressing Issue
Expressed support for project and/or Preferred Alternative (i.e., Alternative 2)	7
Requested eastbound and westbound auxiliary lanes between Frisco Road and Garth Brooks	1
Against the project	1
Other projects should take priority over this one	1
Provided underground gas utility location information	1

1 PROJECT INTRODUCTION

This document summarizes the public meeting conducted for the I-40/Frisco Road Interchange project in Canadian County, JP 30715(04). The purpose of the public meeting was to present ODOT's Preferred Alternative to the public and to obtain public input.

2 AGENCY SOLICITATION

Initial agency solicitation letters were sent to federal and state resource agencies. These letters presented the purpose and need for the project, a project description, the two alternatives evaluated, and ODOT's Preferred Alternative. Enclosures included a project location map, a graphic of two alternatives considered, and a graphic of the Preferred Alternative with constraints. The letter, dated May 11, 2017, also invited recipients to the public meeting and requested input be provided by July 5, 2017. Copies of the letter and mailing list are included in Appendix A.

3 PUBLIC MEETING

3.1 MEETING NOTIFICATION

Notice of the public meeting was sent by letter dated May 11, 2017 to elected officials (federal and state), the Governor's office, Canadian County Commissioners, the Cities of Yukon and Oklahoma City, local school districts, emergency service providers, and medical facilities in the study area. The officials letter provided the purpose and need for the project, and an invitation to the public meeting. The officials letter was accompanied by a project location map. Copies of the letter and mailing list are included in Appendix B.

Notice of the public meeting was also sent by letter dated May 11, 2017 to all utility companies and property owners in the study area, based upon Canadian County Assessor information. The public letter was accompanied by a project location map. Copies of this letter and mailing list are included in Appendix C.

3.2 MEETING INFORMATION AND FORMAT

The public meeting was held on June 13, 2017 at 6:00 p.m. in the Yukon City Council Chambers, Centennial Building, 12 South 5th Street, Yukon, OK. The attendance record was signed by 59 people, including representatives from ODOT, Triad, City of Yukon, FHWA, City of Oklahoma City Fire Department, Integris Canadian Valley Hospital, Olsson and Associates, several business owners, and members of the public. Copies of the sign-in-sheets are included in Appendix D.

Mr. Brian Taylor, ODOT Division 4 Engineer, opened the meeting with some general remarks. Triad then gave a presentation about the project, providing details of the two alternatives considered (Alternative 1, Diamond Interchange and Alternative 2, 3-Quadrant Folded Diamond) and the rationale for selection of Alternative 2 as the Preferred Alternative.

The presentation was followed by an open question and answer period, after which ODOT and Triad staff were available for one-on-one and small group discussions. Display boards showing

the Preferred Alternative under consideration and environmental constraints were available for public viewing.

A handout with project information and graphic of the Proposed Alternative on constraints was provided to attendees. A copy of the presentation is included in Appendix E. Copies of the handouts and displays are included in Appendix F.

The presentation covered:

- Partnership among Entities
- Purpose of the Meeting
- Area Growth and Features
- Purpose and Need for the Project
- Constraints in the Area
- Development of Two (2) Alternatives Considered
- Preferred Alternative
- Access and Environmental Impacts Evaluation
- Next Steps
- Request for Public Input

3.3 SUMMARY OF COMMENTS

Thirteen (13) written comments from agencies and eight (8) written comments from the public were received both before and after the public meeting.

3.3.1 AGENCY COMMENTS

The thirteen written agency comments are summarized in the following text, and copies of the agency response letters are included in Appendix G.

- The Bureau of Indian Affairs (BIA) responded that there are no tribal or Individual Indian trust lands in the vicinity of the proposed improvement area.
- The Bureau of Land Management (BLM) had no files indicating any Federal minerals, BLM surface lands, or administered Indian mineral interests near or within the project area.
- The Delaware Nation stated that they concur with the proposed project, but requested to be kept up to date on the progress of the project and any new discoveries.
- The National Park Service had no comments on the project.
- The Natural Resources Conservation Services stated no considerations or permits are needed from the agency.
- The Oklahoma Aeronautics Commission recommends determining if a Form 7460-1 should be submitted, due to the chance that construction equipment can sometimes affect navigable airspace.

- The Oklahoma Conservation Commission (OCC) stated that no hydric soils are indicated on the soil survey map, indicating that the project area most likely does not contain wetland ecosystems and the project should not significantly impact wetland resources in the area.
- The Oklahoma Corporation Commission had no records of additional oil and gas wells located within the project area.
- The Oklahoma Department of Commerce expressed support for Alternative 2, as it provides the least disruption to the local residents and businesses and supports the continued growth in Yukon.
- The Oklahoma Department of Environmental Quality (ODEQ) noted that construction projects disturbing greater than 1 acre require storm water permitting. The ODEQ also attached a list of recommendations for general construction/improvement projects which addressed items such as plumbing codes, lead-based paint, asbestos, fugitive dust, solid or hazardous waste, and OPDES permitting.
- The Oklahoma Tourism and Recreation Department responded that no adverse impacts were anticipated on federally-funded parks, recreation areas, or state parks.
- The Oklahoma Water Resources Board recommended contacting the Oklahoma County floodplain administrator for possible permit requirements, and noted that if development falls on state owned or operated property, a floodplain development permit is required from OWRB.
- The Oklahoma Department of Wildlife Conservation stated that there are no known species of state concern (threatened or endangered) at or near the location where improvements will be made, and asks that all precautions and actions be taken to limit the amount of disturbance to any stream corridor and asks that caution and best practices be used when working around corridors where riparian zones are present. The Oklahoma Department of Wildlife Conservation also noted that they oversee only the state-listed species, and that the U.S. Fish and Wildlife Service should be contacted with any concerns about species of federal interest.

3.3.2 PUBLIC COMMENTS

Nine (9) public comments were received within the public comment period. Seven (7) of the comments expressed support for the Preferred Alternative, and one of these comments included a request that both eastbound and westbound auxiliary lanes be constructed between Frisco Road and Garth Brooks Boulevard. One comment was against the project, citing other projects that should be of higher priority (e.g., inadequate bridges and SH-4) and expressing doubt that the project would improve traffic operations. The last comment, from a utility company, provided information and graphics regarding their underground gas lines located within the project area. Copies of the public comments received are included in Appendix H.

3.4 RESPONSE TO PUBLIC COMMENTS

ODOT's responses to the general topics expressed in the public comments are summarized in the following sections of text.

- **Support for the project and the Preferred Alternative**

ODOT thanks the public for their support.

- **Request for eastbound and westbound auxiliary lanes between Frisco Road and Garth Brooks Boulevard**

At this time, ODOT does not anticipate any operational problems with the proposed interchange that would necessitate addition of auxiliary lanes. However, if weaving issues should arise after construction of the I-40/Frisco Road interchange, corrective measures such as the addition of auxiliary lanes will be evaluated.

- **Project not needed**

Traffic studies predict that, without construction of an I-40/Frisco Road interchange, the commercial development planned at I-40 and Frisco Road will result in a 40% increase in future traffic at I-40 and Garth Brooks Boulevard. The I-40/Frisco Road interchange is needed to accommodate the predicted future traffic safely and efficiently.

- **Other projects, such as SH-4 improvements, should take priority over I-40/Frisco Road**

Both the SH-4 and the I-40/Frisco Road projects are considered high priorities by ODOT Division 4. The right-of-way acquisition process for the SH-4 project is currently underway, with construction scheduled for 2019. The I-40/Frisco Road interchange construction is tentatively scheduled for 2020.

- **Underground gas line location information**

ODOT appreciates the utility location information and will share it with the designers.