
Public Meeting Summary

I-35

From I-40 (Fort Smith Junction) North to I-44 (Deep Fork) Oklahoma County

Job Piece Number 20330(04)
Project Number NHPPI-0035-3(272)SS

OKLAHOMA DEPARTMENT OF TRANSPORTATION

For
Public Meeting Held February 18, 2020
at
Lincoln Park Golf Course Event Center

Prepared by:



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1.0 EXECUTIVE SUMMARY

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve I-35 from I-40 (Fort Smith Junction) North approximately 4.5 miles to I-44 (Deep Fork) in Oklahoma County. The purpose of this project is to evaluate operational and safety improvements of I-35 and its frontage roads as a continuation of improvements on I-35 in Oklahoma City.

ODOT tasked a Consultant to develop preliminary design alternatives for this corridor along I-35. The purpose of the alternatives study is to evaluate operational and safety improvements, bridge replacements and/or removals, frontage road modifications, and pavement widening recommendations to facilitate an ultimate six-lane corridor in conjunction with proposed improvements to the I-44 Interchange. A total of four design alternatives have been analyzed.

A public meeting was held 6 p.m. February 18, 2020 at the Lincoln Park Golf Course Event Center located at 4001 N.E. Grand Boulevard in Oklahoma City. The purpose of the meeting was to present the preliminary design alternatives under consideration and obtain input. Additional public involvement was completed for this project that included pop-up booths and a Metro Quest survey.

General Summary:

- What is the timeline for construction? How long will it take? When?
- Access on/off I-35
 - Access questions for 63rd, NE 23rd, NE 36th
 - Keeping Grand Boulevard
- Something ODOT can address now is the request for lighting and reflective lane paint.
- Numerous concerns were expressed regarding potential significant impacts to the Historic Neighborhoods with Alternative IV.
- A significant number of concerns were expressed about residential displacements.
 - Right-of-way impacts
 - Impacts to homes/community
 - Requests to stay within existing right-of-way
- Impacts to environmental justice community.
- Most of the comments received are in favor of making improvements to I-35.
 - There were comments in support for Alternative 2 and Alternative 3.
 - General dislike for Alternative 4 and No Build.
- Suggestions for aesthetics, noise mitigation, air quality studies.
- Great interest in seeing transit services increased in this area.
- Future traffic and truck traffic were a concern.
- Request for bicycle/pedestrian access on the frontage roads.
- Safety and ease of driving was noted as the highest priority.

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- Ability to see at night
 - Lighting
 - Paint striping
 - The agency letters received two comments of note.
 - City of Oklahoma City stated Alternate 3, as presented, shows the improvements to the highway will be completed within the existing footprint and would have the least impact of the options provided.
 - Oklahoma Department of Wildlife Conservation provided three sensitive areas for ODOT to be aware of consisting of two “Close to Home Fishing Ponds” and Deep Fork River.

2.0 INTRODUCTION

This document summarizes a public meeting conducted for I-35 from I-40 (Fort Smith Junction) north 4.5 miles to I-44 (Deep Fork) in the City of Oklahoma City (OKC), Oklahoma County.

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to improve I-35. This existing segment of I-35 consists of a four-lane fully controlled access facility with mostly two-way frontage roads, four interchanges, three overpass/underpasses and 13 bridges. The purpose of this project was to evaluate operational and safety improvements of I-35 and its frontage roads as a continuation of improvements on I-35 in Oklahoma City.

ODOT has tasked a Consultant to develop preliminary design alternatives for this corridor along I-35. The purpose of the four alternatives for public input is to evaluate pavement widening recommendations to facilitate an ultimate six-lane corridor in conjunction with proposed improvements to the I-44 interchange, frontage road modifications, bridge replacements and/or removals among other operational and safety improvements. A total of four design alternatives have been analyzed.

- Alternative 1 – No Build
Maintain existing conditions.
- Alternative 2 – Expanded Footprint, One-Way Frontage Roads
This alternative would provide 3-12 ft wide driving lanes in each direction on I-35 with new pavement through the corridor on an expanded footprint that requires a moderate amount of additional right-of-way to correct and improve vertical deficiencies and shoulder width to design standards and a complete one-way frontage road system. Access changes may be required at 10th Street, 23rd Street, Grand Boulevard/30th Street, 36th Street, 42nd Street, 50th Street and 63rd Street.
- Alternative 3 – Existing Footprint, One-Way Frontage Roads
This alternative would provide 3-12 ft wide driving lanes in each direction on I-35 utilizing the existing pavement for the widening within the existing footprint that requires some additional right-of-way. No vertical deficiencies would be corrected, and the shoulder width would be deficient. A complete one-way frontage road system will be provided. Access changes may be required. Access changes may be required at 23rd Street, Grand Boulevard/30th Street, 42nd Street, 50th Street and 63rd Street.
- Alternative 4 – Expanded Footprint, Two-Way Frontage Roads
This alternative would provide 3-12 ft wide driving lanes in each direction on I-35 with new pavement through the corridor on an expanded footprint that requires the most

additional right-of-way to correct and improve vertical deficiencies to design standards and a complete two-way frontage road system. Access changes may be required at 10th Street, 23rd Street, Grand Boulevard/30th Street, 42nd Street, and 63rd Street.

The purpose of the Public Meeting was to present the preliminary design alternatives under consideration and obtain public input. A formal presentation and question and answer session were conducted.

Due to environmental justice issues, three (3) pop up booth locations were conducted after the meeting. A survey (Metro Quest) was available to be completed at the meeting, as well as after the meeting.

3.0 PUBLIC MEETING

3.1 MEETING NOTIFICATION

In addition to the notification provided via the agency solicitation letters (see Section 6.0), notice of the public meeting was sent by letter to the Governor's office, elected officials (federal and state), Federal Highway Administration, Oklahoma Transportation Commissioner, Oklahoma County Commissioner, the Cities of OKC and Forest Park, local school districts, emergency service providers medical facilities and five Tribal Nations in the project area. The letter provided a brief description of the purpose and need for the project, development of alternatives, and an invitation to the public meeting. The letter was accompanied by a project location map. Forty-four (44) letters were mailed on January 21, 2020.

Stakeholders were also notified of the meeting. The stakeholders were identified as those who own large parcels of land or businesses along the I-35 segment. ODOT held the stakeholder meeting June 28, 2018. All the stakeholders invited to the original meeting were mailed a letter January 21, 2020. Two separate letters were mailed, one for those who attended (19) and another to those who did not attend (32) the stakeholder meeting. There were 51 letters mailed to stakeholders.

Notice of the open house was also sent by letter to all property owners in the study area. Two-hundred and ten (210) letters were mailed on January 21, 2020.

3.2 OUTREACH

A hand-delivered flyer (door-to-door distribution) to properties/residences was conducted February 4, 2020, two weeks prior to the open house meeting. Door-to-door delivery of the 300

flyers helped to ensure that individuals who are leasing property within the study area will get the information, as well as the property owners receiving notification through the mail.

Flyers were also distributed to the Metropolitan Library System - Ralph Ellison Library, The Greater Oklahoma City Chamber of Commerce, Tabitha Baptist Church, Greater Marshall Memorial Baptist Church, Greater First Deliverance Temple, The Net Church.tv, Bethlehem Star Baptist Church, Church of the Redeemer, Lazy Days RV Park, Twin Fountains RV Park, NE OKC Community & Cultural Center, Grand Blvd Townhomes, Edwards Elementary, Green Pastures Elementary, Martin Luther King Jr. Elementary, F.D. Moon Elementary Academy, Parks Elementary, Shidler Elementary, Spencer Elementary, Telstar Elementary, Wheeler Elementary, Willow Brook Elementary, Rogers Middle School, Douglass Mid/High School, Northeast Academy Mid/High School, Star Spencer High School, Millwood Public Schools and Mid-Del School District.

3.3 MEETING INFORMATION AND FORMAT

The public meeting was held at 6:00 PM on February 18, 2020 at the Lincoln Park Golf Course Event Center located at 4001 N.E. Grand Boulevard in Oklahoma City. Eighty-two (82) attendees signed in for the meeting, and five people from the media.

Of the 82 total attendees, 64 were members of the public, 12 were ODOT personnel, one FHWA person, and five consulting staff members from Poe & Associates and Able Consulting.

The businesses and organizations represented from the public included Twins Hills Golf Club, OKC Zoo, Stingray Properties, OCPD, OKC adventure District, Vance Brothers Inc., Buy and Sell Oklahoma, Huss and Hall Equipment, Lincoln Park Golf Course, OKC Firefighters Museum, Edwards, Allen Contracting, Fresh Point, USA softball, and Rose Rock Estates.

Based on the optional question on the sign in sheet concerning how people heard about the meeting a summary is provided below. Some people did not provide a response.

| | |
|----------------------|----|
| Letter Mailing | 29 |
| Other | 6 |
| Door to Door Handout | 0 |
| T.V. | 2 |
| Newspaper | 3 |
| Facebook | 4 |
| Church Posting | 2 |

A formal presentation that provided the project purpose and background, existing conditions, highway traffic volumes, project constraints, conceptual alternatives, and project timeline was presented. The moderator, Craig Moody, opened the meeting, followed by ODOT Division Four

Design Engineer, Trent January, then David Streb and Tommy Evans provided designs details. Jennifer Koscelny with Able Consulting discussed the environmental constraints.

ODOT and consultant staff were also available after the question and answer session for one-on-one and small group discussions. A project brochure was provided to the public as a handout. Display boards showing each alternative were available for public viewing.

The attendees were encouraged to fill out a written comment form provided inside the brochure and take the survey (Metro Quest).

3.4 QUESTION AND ANSWER SESSION

After the presentation, a question and answer session were conducted. A general summary of the question and answer session is listed below. The response from ODOT at the meeting is listed under the question.

1. What is the proposed timeline for construction?
 - a. There is an overlay project in ODOT's current 8-year construction program in the corridor. There are no projects for reconstruction in the construction program.
2. Concerned about health impacts, air pollution and noise.
 - a. A noise study will be completed based on the preferred alignment
 - b. Regarding air quality, Oklahoma is in attainment, therefore, air quality study is not required.
3. Will you consider noise impacts when looking at preferred alignment?
 - a. Yes, absolutely. There is a noise abatement process that is followed. Many factors involved with sound walls, where to place, utility conflicts, how high, etc.
4. What about 10th Street access?
 - a. Most movements will be preserved and will be provided protected turnarounds.
5. I have a business and lots of trucks through Spring and Summer. How will construction effect my business?
 - a. Phased construction will be used. Access to business will be preserved. ODOT and contractor will work with each property owner during construction to maintain access.
6. In the future you are expecting increased traffic. I am concerned right now about lighting.
 - a. Lighting is important. When the new construction comes, they use LED lighting, that will minimize pollution, because the light goes straight down.
7. What is the effect for 36th Street? You talked a lot about 23rd Street.
 - a. The roll out maps are in the back for each alternative. Where you can see the effect of each alignment.

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8. I live between 10th and 23rd – will I still have access to my property?
 - a. Ramp will be removed, alternative selected will determine how to access your property.
 9. I live on frontage road – there will be increased traffic on frontage due to ramp closure on 10th Street.
 - a. Yes – that is true.
 - b. The interchange at 10th Street is proposed to have ramp closures to separate from the Fort Smith interchange, due to weaving issues creating unsafe driving conditions.
 10. The intersection at 10th is already torn up due to gas/oil trucks. Where will those trucks go?
 - a. If business, they may change their traffic patterns.
 11. You mentioned a stakeholder meeting. I want to know who was invited.
 - a. Large property owners and business were invited. Public meeting for a broader group of people.
 12. You are going to add 2-lane access roads and 2 new lanes to the highway, I am concerned about new right-of-way needed.
 - a. Alternative 4 takes a lot of right-of-way (ROW). The other alternatives minimize the ROW impacts.
 13. If you demolish Gran Boulevard, you are doing that to accommodate “urban sprawl”.
 - a. There are historic concerns, safety concerns. We have doctors and lawyers that live here. We have history at Edwards Park.
 14. What materials will you use for the roadway?
 - a. That will be determined in the future.
 15. Have you completed a material cost analysis?
 - a. Whether asphalt or concrete will be analyzed in design phase. We want to be most cost effective.
 16. You say the volume of traffic will increase, but not the truck traffic. Why is that?
 - a. Traffic data will be updated when closer to design phase.
 - b. Traffic analysis was conducted for this study.
 17. Will the 16th Street bridge be removed?
 - a. No, it is currently in all alternatives.
 18. Noise concerns
 - a. Updated traffic data will be used for the noise study.
 19. What is the 8-year plan? Can you clarify?

- a. ODOT works from an 8-year construction plan. Currently there are no projects listed in this plan for this corridor. So, construction will not take place until the future.
20. How will this process affect my property value?
- a. Property values generally do not go down. Some people like living next to highway access and some people do not.
21. What about have flyovers at 10th street?
- a. Flyovers need space to be constructed. There is not enough space to build.
22. Induced traffic timing for increased footprint?
- a. This is a 4-mile bottleneck. Not improving entire corridor, just trying to match to 6 lanes.

3.5 WRITTEN PUBLIC COMMENTS

Written comments came in several types: the comment forms, E-mail, Twitter, written letters, and Facebook. Public comments were made regarding a variety of issues. Several comments and concerns were for the impacts to the Historic Neighborhood “Edwards Addition”. Most of the comments received were in favor of making improvements to I-35 along with some suggestions for aesthetics, noise mitigation and access to and from I-35. There were five comments in support for Alternative 3 and two supporting Alternative 2. Twenty-seven (27) written comments from the public have been summarized and recorded below. A general ODOT response is provided.

Table 1: Written Public Comments Matrix

| Comment | # of Comments |
|--|---------------|
| Perform Air and Noise Studies | 3 |
| Please perform air pollution and noise (sound) pollution studies to ensure that air quality is optimized to avoid increasing risk for illness of area residents and to reduce noise impact in the area. Consider adding sound barrier walls. | 1a |
| Provide better sounds barriers, especially through residential areas. | 8b |
| Environmental studies on how increased traffic will increase air pollution. | 25b |
| ODOT Response. ODOT will conduct noise and air quality studies as part of the NEPA process. Noise mitigation will be evaluated where feasible and reasonable. | |
| Bicycle Traffic/Safety | 1 |
| Consider bicycle traffic/safety in the area on frontage roads also during design. Consider safe ways to incorporate bicycle traffic into the plan. | 1b |
| ODOT Response: Bicycle traffic and safety will be evaluated during project development. ODOT will coordinate with the City of OKC and ACOG and adhere to their long-range plans. | |

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| Aesthetics | 2 |
| Add aesthetic touches including hardware design and landscaping (to improve area beautification). Make it look architecturally attractive. | 1c |
| Just make, it pretty. So many folks drive 135 through OKC and the South OKC industrial look and this ugly stretch is all they see of the city and it does not leave a good impression. | 10a |
| ODOT Response: Aesthetics will be considered during project development. ODOT would like to partner with the stakeholders to achieve a more pleasing driving experience. | |
| Improve access to “The Adventure District” from the east. | 1 |
| Improve access to “The Adventure District” from the east. This may have a positive economic impact on this tourist area and community. Use architectural design to make the I-35 to Adventure District connection more visible, easier to use, and attractive to the tourist eye. | 1d |
| ODOT Response: The Adventure District will benefit from improved access and added lanes to I-35. The Department of Tourism and ODOT will work with the District to obtain signage. | |
| Advisory Capacity/Informed | 2 |
| Consider having a diversified group of local citizens involved in an advisory capacity | 1e |
| Inform all residents from Page to Bryant of proposed changes. | 8c |
| ODOT Response: These comments are noted and may be implemented during project development as needed. | |
| Support for Alternative 2 | 2 |
| Alternative 2 | 11a |
| Fearful that home will be taken. Support the 2 designs with one-way frontage roads and minimal impact on residents. | 25a |
| ODOT Response: These comments will be taken into consideration as part of the selection of the preferred alternative. | |
| Support for Alternative 3 | 5 |
| Own property on 1509 NE Grand and think option 2 is the best for their property. No opposed to option 3. Alternative 4 is to destructive. | 3a |
| Owner of Fireworks Center 25, LLC in their opinion, option 3 is most preferable to business. I have reviewed and considered each of your plans. Option three allows for all the project goals to be achieved with the least disruption to the businesses and residents of the area. | 5a |
| Twin Hill Golf and Country Club for inclusion in the public record, we wish to again submit our letter to you dated July 31, 2018. Additionally, after reviewing the four (4) proposed conceptional options, we wish to recommend and suggest that design alternative #3 be utilized as the preferred alternate by ODOT for the eventual reconstruction of this priority 1-35 infrastructure improvement project. This design alternate is by far the | 7a |

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| most economical, least invasive to adjacent residents and businesses, and best serves the motoring public by allowing for an expanded 1-35 mainline footprint with full N.E. 36th Street on and offramp replacement, with no new public right-of-way encroachment to our property and facilities. | |
| Alternative 3 is the best way to improve the area if there must be changes to the interstate. Avoid the taking of properties to extend our highway lanes. Displacement would be very negative for our state and city. | 24a |
| Ken-Jer Enterprises – alternative3 accomplishes the design goals of the proposed improvements | 26a |
| ODOT Response: These comments will be taken into consideration as part of the selection of the preferred alternative. | |
| 63rd Street Ramps | 1 |
| <p>Owner of Cloer Equipment Company feels that eliminating the On/Off-ramps for 63rd St is a mistake. Especially, the Northbound Off-ramp. With the present construction to the bridges on 1-35 over the Deep Fork Creek and NE 63rd St that ramp is presently closed. As a business owner on the East service road north of SOth St, we are seeing a noticeable increase in high speed service road traffic as well as high speed traffic going north through the traffic light at NE 50th St just exiting at 50th St from 1-35. With the topography of the service road high speed traffic is not safe for us coming or going from our drive. The Southbound On-ramp at 63rd St is more of a convenience than a necessity.</p> <p>If the 63rd St ramps are eliminated, I would suggest the following:</p> <p>Move the Southbound 50th St Off-ramp further north one-half (1/2) mile to allow more traffic to be able to back up on the service road at the SOth St signal light and not back up on 1-35 like when we host the NCAA Women's College World Series.</p> <p>Move the Northbound On-ramp at 50th St one-half (1/2) mile north of 50th St to eliminate same potential back-up issue into intersection and giving as many businesses as possible along the service road access to the northbound ramp.</p> | 6a |
| ODOT Response: The 63 rd St off ramp northbound will remain in place. The southbound on ramp will be closed. | |
| Keep Improvement Within Existing Right-of-Way | 2 |
| Keep the expansion within the existing bounds of the highway. | 8a |
| Do not destroy homes | 17a |
| ODOT Response: ODOT strives to minimize impacts as much as possible. | |
| Black Historical Neighborhood | 3 |
| I woke up this morning turned on the news looked in the morning paper and the State of Oklahoma ... wants my house ___ I have no mortgage ... I busted my ass I pursued the American dream and now you want to take it from me ... There is not enough money in the world ... That's going to make me leave this Black Historical Neighborhood ___ My house is listed as the | 12a |

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| <p>number one house for Historical Preservation in the Edwards Original Edition __ In 1950 __ When we had white flight and the racist decided to put a highway right down the middle of our neighborhood it caused a big wound __ a big scab ... Now in 2020 we must deal with it... Just like in 1950 . Tue 19-50 Red Lining ... Jim Crow Era but the highway expansion will not happen for 10 to 12 years from now . .lll Everybody talks about the affordable housing and the homeless population, but you are making people homeless by taking their THIS is a travesty on this community and a travesty on Uie premise of historical preservation . . , ... Do this type of crap to *Mesa park and Heritage Hills neighborhood and see what you get.ff! I do not even trust the ODOT maps and because of that. fear of the unknown. I might have to waste my precious time and go to another walk-in just to make sure I seen it correctly ... because the devil is always in the details . Get used to my rants</p> | |
| <p>I would like to state that I disagree with the “improvements” to I-35 from I-40 (Fort Smith Junction) North to I-44 (Deep Fork) JP20330(04). Edwards Addition in Oklahoma City is rich with history and culture. Not long ago As an African American family, my definition of a “dream home” is home ownership. We do not have the same equal opportunities as others to get ahead in life. This dream is being taken away from us at 43 years old. My family and I have lived in our home for 5 years and another home for several years in the Edwards Addition. This is a historic neighborhood that is rich in value and pride. We are forever marked a “blighted area” and Ward 7 never gets the proper funding on the eastside. Even though millions of dollars are funneled downtown which includes a part of ward 7, the money is not where it is needed most. We do not have a full-service grocery store or gas station in the heart of the eastside. Please stop taking away from the black community! These houses that you want to bulldoze for the highway expansion is an unnecessary move! Why not widen the area where there is just land?! There are many elderly retired citizens in our area that deserve to live their days out in the homes they worked all these years to pay for. Do not disrupt lives for the convenience of faster access to Bricktown from Edmond. Traffic is inevitable. People can wait. Black people had to wait for freedom to pass anywhere on the eastside (NE 13th St.) Leave us our land, our houses, and our dignity!</p> | 23a |
| <p>Lifelong resident in Edwards Park. There is a rich history with working class people of color that have worked long and hard to maintain our homes and livelihood for our community. Went to school at Edwards Elementary and Douglas which are both in walking distance for our children. Why mess with our community? Its so sad that we cannot live in peace and work and enjoy our stuff. Our streets need sidewalks, but northing is wrong with the highway, its quiet and easy to access. Mr. Edwards built the community with a vision to help black working-class families. Please leave our neighborhood alone. Fix the roads of the highway, but do not remove homes.</p> | 27a |
| <p>ODOT Response: The ongoing evaluation of the corridor has identified a number of historical cultural resources such as the Water J. & Francis W. Edward House,</p> | |

the Edwards Historic District and the Edwards Heights Historic District. All these historically significant areas will be given careful consideration as the designers work toward a solution and it is important to note that there will be opportunities for additional public input before a final decision is made. ODOT will make every effort to avoid impacts to those properties or extensive consultation with State Historic Preservation Office and the neighborhoods/districts will take place to mitigate for the impacts.

While increased traffic is one of the factors driving the department to look at upgrades to the corridor, it is only one of several critical issues. Other factors include the need to reduce collisions, improve pavement condition and replace aging bridges that are at risk of becoming structurally deficient, among many other needs. All those who attended the public meeting and signed in with their contact information will receive notice of future opportunities to give additional input.

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| Stop the Redo's | 1 |
| Y'all want to gripe about roads not getting fixed due to \$ issues but this I-35 crap has been going on for about 20 years or more, Fix the surface streets, faster than you'll say you already are. | 14a |
| ODOT Response: Projects are developed over an average of 8 years and budgets are set at the beginning of that timeframe. DOT expedites as many projects as possible based upon available funds. | |
| Roads are Essential | 1 |
| Do not make the infrastructure mistake Austin did, cars and trucks are needed to keep the city going. Build more roads, they are essential. The moment it rains or your running late, busses and bicycles are useless. | 15a |
| ODOT Response: Stewardship of funds is important. The DOT is prudent in its decisions when selecting projects and design concepts. | |
| Transit | 3 |
| Do not tear communities apart, Invest in existing ones with better public transit. | 16a |
| I drive this stretch of road every day. Its fine. Spend the money on public transit infrastructure, so I do not have to drive at all. | 18a |
| We need a real public transportation system | 22a |
| ODOT Response: Public transit service in Oklahoma City is provided by EMBARK, which is operated by the City of Oklahoma City. As a large urban transit provider, EMBARK receives federal transit funding directly and all decisions about routes and service levels are made by city officials, not the state. ODOT is working with all urban and rural providers in Oklahoma to create the state's first transit policy plan to help plan for future improvements. To learn more about this plan, visit www.oktransitplan.org . You can learn more about and contact EMBARK at https://embarkok.com/ | |

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| 6 and 8 Lanes | 3 |
| At least 8-lane with exist only lanes that are clearly marked with signage and on concrete. Signage and lane marking good idea NOW. | 19a |
| 4 lanes for both south and north bounds, so it will not be outdated in 15 years. | 21a |
| We need at least 3 lanes southbound from 44 to 40. The lane reduction is a nightmare every afternoon. | 20a |
| ODOT Response: A detailed traffic analysis will be performed prior to design to determine the final lane configurations. ODOT will have a consistent 6 lane corridor throughout the Oklahoma City metropolitan area. | |

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| Other Comments Not Concerning Project Area | 4 |
| I-35 northbound as it crosses Deep Fork and flows over the overpass at NE 63rd and the I-44 West-bound turn-off – this layout of north-bound traffic lanes never made sense to me. The first priority would be a redesign of the I-35 / I-44 interchange (over NE 63rd) street – rework to accommodate six lanes (three lanes divided) traffic flow and widen I-35 down to NE 50th Street at least. | 2a |
| Are the old obsolete bridges on I-40/Tinker Diagonal now scheduled for replacement? This should be a priority. | 2b |
| OKC highways are about 40 years past their prime it is great to see something positive happening. | 9a |
| On the I-35 N, go overhead with new lanes and leave the lanes below for frontage roads. | 13a |
| At N.E. 23rd and MLK, would like to see everything come together. | |
| ODOT Response: ODOT responded individually to some of these comments regarding items outside of the project study area. | |

4.0 POP-UP BOOTHS AND LOCATIONS

Due to the environmentally sensitive area with minority and low-income populations, ODOT held three (3) Pop-Up Booths at three (3) separate locations after the public meeting. The locations, dates, times and number of people who registered are provided below.

| | |
|--|---|
| James Stewart Golf Course 824 Fredrick Douglas Ave. 10 people signed in at the booth | February 19th - from 11:00am to 2:00pm |
| Metro Tech Center Springlake Campus 1900 Springlake Drive 7 people signed at the booth | February 20th - from 11:00am to 2:00pm |

Ralph Ellison Library

2000 N.E. 23rd

24 people signed in at the booth

February 21st - from 11:00am to 2:00pm

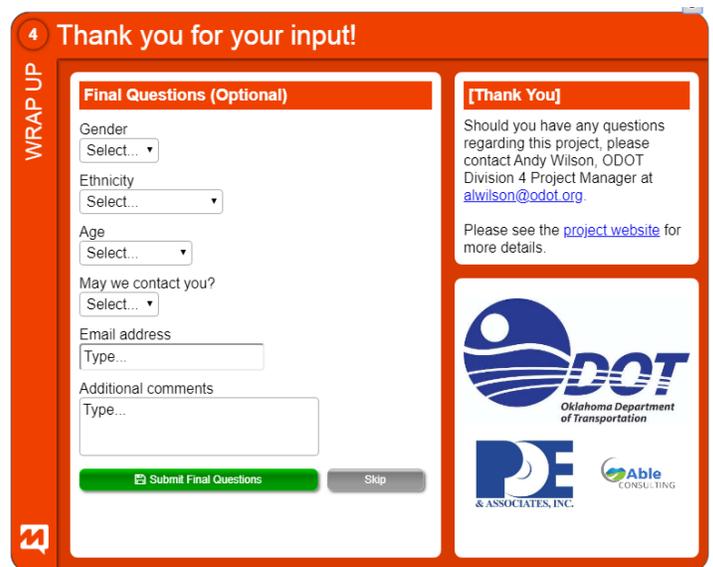
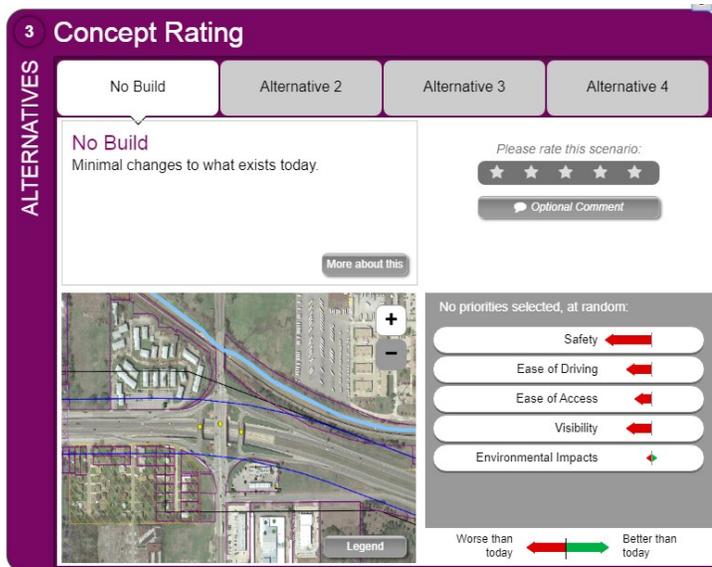
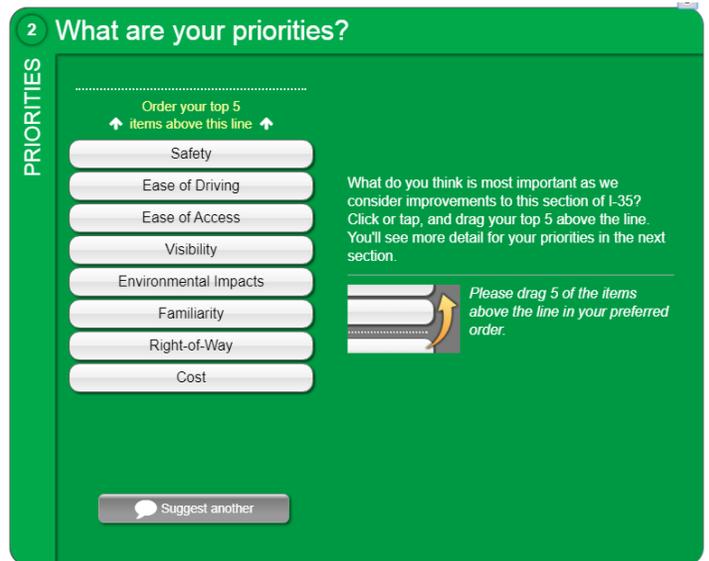
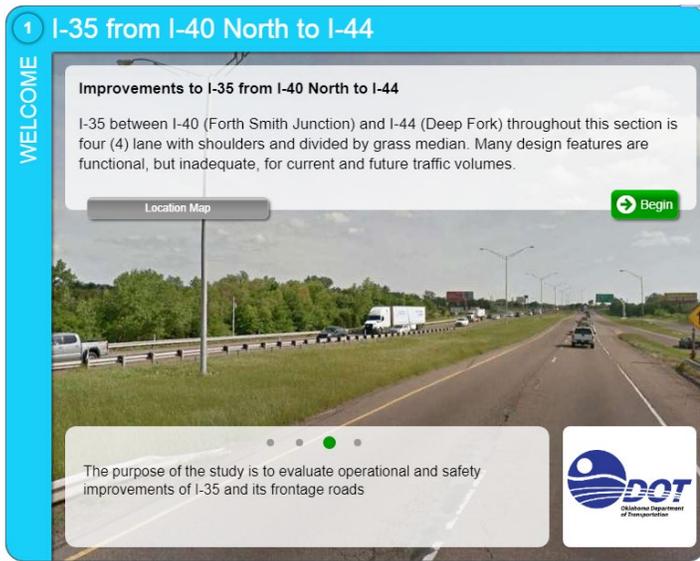
Information provided at the pop-up booths included maps of the proposed alternatives along with the brochure and comment forms. The PowerPoint presentation from the public meeting was available to review and the visitors were asked to take the MetroQuest survey. Four people staffed the locations: Trenton January, Field Division Engineer; Jenny Droscher, ODOT Public Involvement Officer; Craig Moody, Poe Public Involvement Specialist, and Angela Roadman, Able Consulting Public Involvement Specialist.

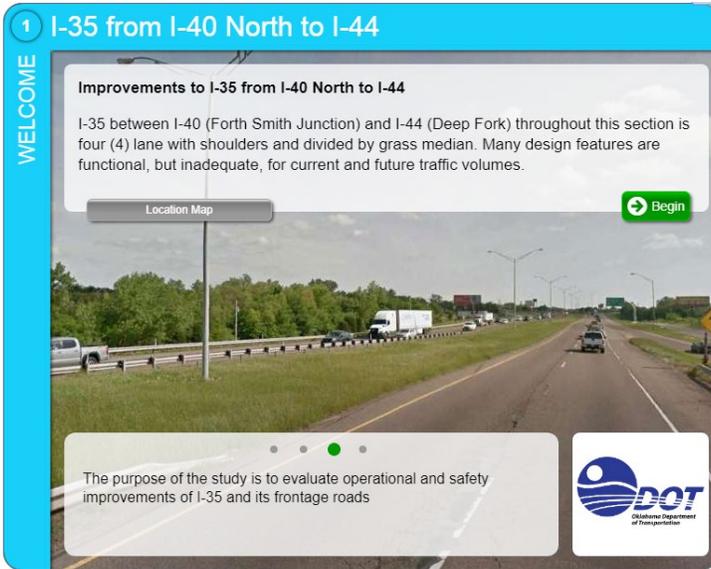
The pop-up booths worked well, providing information to those members of the public that were not able to attend the public meeting. The library had the best overall turnout. Its estimated at the library over 60 individuals visited the booth, but not everyone signed in. In total, its estimated over 90 individuals visited the three booth locations, but not everyone registered. The sign in sheets are included in Appendix H. The proposed alternatives maps were left at the library along with the remaining handouts. The library (2/29/2020) requested an additional 200 handouts that were provided.

5.0 METROQUEST SURVEY

A survey was used as part of the public meeting participation for the ODOT project. The survey hosted by MetroQuest was available the night of the public meeting held February 18, 2020 through March 18, 2020. The survey was also available at the three (3) pop-up booth locations at James Stewart Golf Course, Metro Technology Center, and Ralph Ellison Library. A screen shot of each survey question is provided along with a summary of the results.

Figure 1: Four Screen Shots





The Welcome Screen. This provided general information about the project, some background information including collision data and why the project is needed.

Based on the intake data, the site was visited by 1,074 people. 584 participated in the survey in some fashion. Of the 584 participants, 89 people provide written comments. Figure 2 below shows the data on the survey participants.

Figure 2: Data on Survey Participants

| Additional Comments | Age | Ethnicity |
|---------------------|--------------------|-----------------------|
| 89 Comment | 183 26 to 40 | 304 Caucasian |
| 89 Total | 120 41 to 60 | 22 American Indian |
| | 53 25 and under | 20 African American |
| | 20 61 to 80 | 11 Hispanic or Latino |
| | 376 Total | 7 Asian |
| | | 364 Total |
| Gender | May we contact you | |
| 266 Male | 199 No | |
| 108 Female | 146 Yes | |
| 374 Total | 345 Total | |



The Priorities Screen. This screen asked the surveyor to prioritize a list of issues most important for the corridor by listing the top 5.

There was also a comment area where the surveyor could suggest another priority. There were 65 comments providing feedback from this screen. Please see Table 2 for a listing of feedback from priorities screen.

Figure 3 provides the results of the priorities. Safety is rated the highest priority followed by ease of driving and environmental issues. Familiarity was the least priority.

environmental issues. Familiarity was the least priority.

Figure 3: Results of Priorities

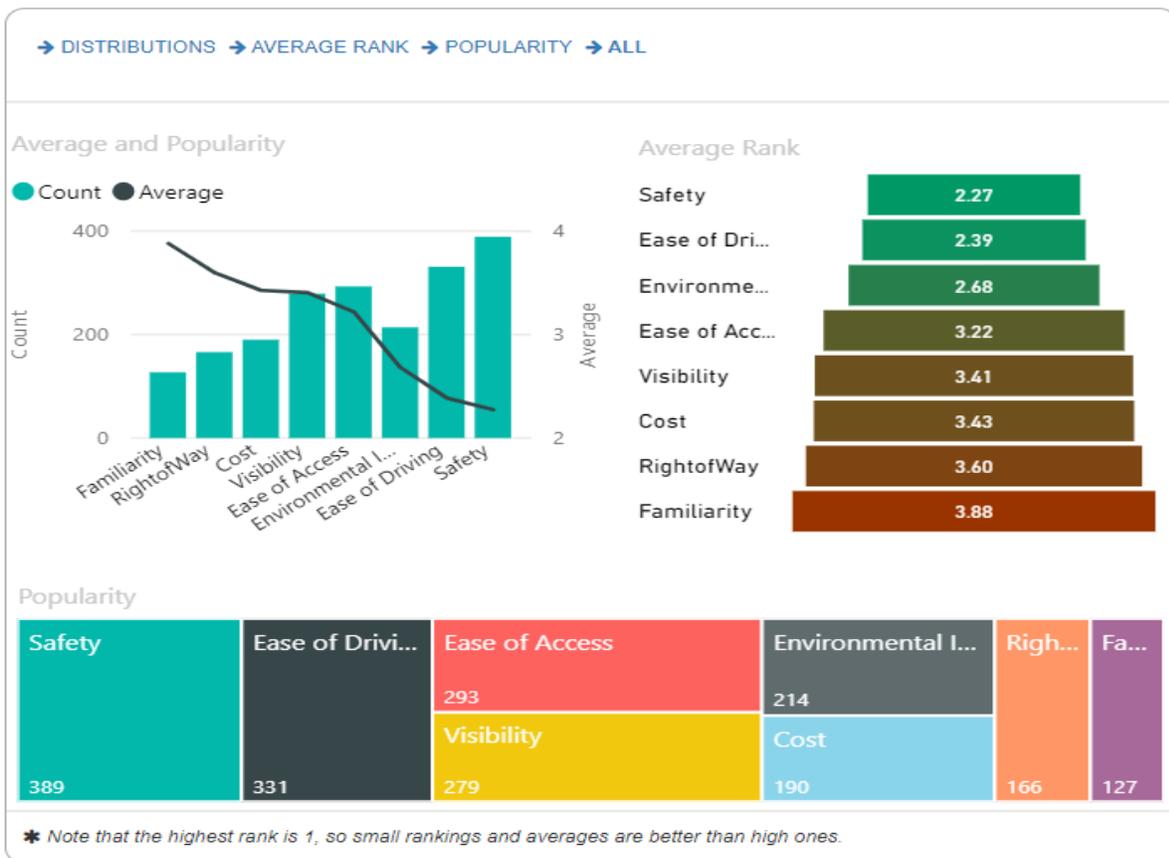


Table 2 provides the feedback from the priorities screen. Comments (blue) provided in this section are listed below by categories (gray). In the issues to be addressed now, that is something for ODOT to take into consideration. Generally, providing some type of public transportation was noted 12 times, and impacting homes (8) and the community (6) were noted as a negative to the project.

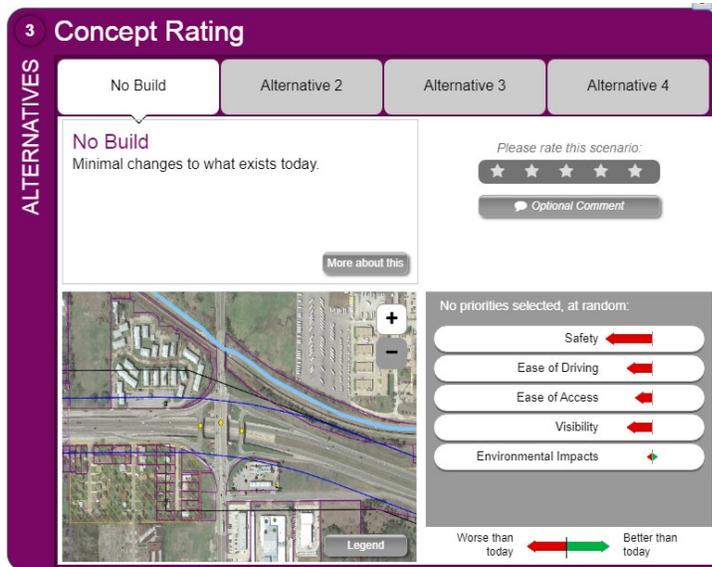
Table 2: Feedback from Priorities Comments

| Item | Feedback |
|--------------------------------|---|
| Issues To be Addressed Now - 3 | |
| Safety | I-35 south bound where Turner Turnpike feeds in needs permanent barrier to prevent semi's from coming across all lanes to make Love's on 122nd. They stop interstate traffic OR merge into you. Shocked there's not bad accidents every day. |
| Safety | Reflective paint....tired of driving in the dark, especially when it rains |
| Visibility | The lighting & lane paint really need improvement. 2 accidents around 5am just under the I44 bridge on I35 in the last few weeks because you cannot see the lanes. The salt/sand from the last winter precip rubbed away the Lane paint. Further north between Memorial & 2nd Street, the road is almost white & REALLY makes driving at night & in rain much easier. |
| Safety - 4 | |
| Safety | Design interchanges and other features to be safe and usable for pedestrians and cyclists in surrounding areas |
| Suggest | Ability to see at night. Visibility of lane markers. |
| Ease of Access | Driving on black road surface at night, especially in rain, with HPS lighting is very dangerous. Use neutral color (3000k) led lighting. Keep the stripes painted. |
| Ease of Driving | The easier it is to drive the more traffic can flow |
| Public Transportation - 12 | |
| Safety | My priority would be regional public transportation that lets us avoid using I-35. |
| Suggest | Sustainability |
| Suggest | Implement better public transportation |
| Suggest | Public transportation |
| Suggest | Public transit |
| Suggest | Valet Service |
| Suggest | Regional Mass Transit |
| Suggest | Light Rail |
| Suggest | Support for transit. |
| Suggest | Support for transit. Slower speeds. |
| Suggest | Public transit (bus lane, right-of-way for future rail) |

| | |
|-----------------------|---|
| Environmental Impacts | Robust public transportation would be the greatest boost to lessen the environmental impact on our neighborhoods and region. |
| | Impacts - Homes - 8 |
| Suggest | Preserving existing homes. |
| Suggest | No demo of existing homes. |
| Suggest | No demo of existing homes. No expansion of highway that further divides neighborhood |
| Suggest | Keeping integrity of the neighborhood |
| Suggest another | Keeping integrity of the neighborhood. Avoiding INDUCED DEMAND |
| Environmental Impacts | Under no conditions should ODOT be demolishing private homes and businesses for construction. These policies have been shown to be racist and antiquated and disproportionately happen in minority neighborhoods. Read The Color of Law. I am not in favor of widening this road. |
| Ease of Access | We should not displace or disrupt the residents along I-35. |
| Right-of-way | Do not steal land from citizens. |
| | Impacts - Community - 6 |
| Suggest another | Effects to the community! It is unacceptable and shows how little you care that is not even an option. |
| Suggest | Private property rights |
| Suggest | Community Impact |
| Suggest | Do not tear communities apart |
| Suggest | Impact on neighborhoods |
| Ease of Access | Road widening further separates communities on either side of the highway and will not solve congestion. Money is better spent fixing existing pavement rather than adding more. |
| | Maintenance - 1 |
| Suggest | Quality (keep existing roads high quality and maintained) |
| | Pedestrian Access - 3 |
| Suggest | Preserve street grid and pedestrian connectivity |
| Suggest | Pedestrian access. What the hell is this image? |
| Suggest | Pedestrian/Bike/Transit Accessibility |
| | No Added Lanes - 3 |
| Suggest | Keeping existing roads/not adding more lanes |
| Suggest | No widening |
| Suggest | Leaving I-35 the Fuck Alone |
| | Timing - 3 |
| Suggest | Completion on time |

| | |
|-----------------|--|
| Suggest another | The people in this state are tired of putting money toward downtown parks, events, centers when are roads have not been updated in centuries. Where is our money going? No striping on roads anywhere. So pathetic |
| Suggest | Sensible planning, not the typical ODOT "job" |
| | Footprint - 7 |
| Suggest | Does not disturb existing footprint |
| Suggest | this is not doing at all, adding more lanes is unnecessary |
| Visibility | Remove the hill between 16th & 23rd Streets |
| Visibility | Hills create slow downs. Being able to see what is coming keeps traffic moving |
| Right-of-way | The question we should ask is whether this is truly needed. I think design changes could occur but not include additional lanes or frontage roads. |
| Right-of-way | Need more space! More lanes & less merging |
| Ease of Driving | The southbound lanes should be three all the way from 44 to 40. There is a constant backlog of traffic every afternoon because of the two lane congestion. |
| | Frontage Roads - 3 |
| Suggest | Fix the frontage road/Bryant between 36th & 50th |
| Right-of-way | This section of freeway does NOT need frontage roads. Does not need more lanes either. The new Turnpike loop in east Oklahoma County will alleviate traffic |
| Driving | Frontage roads needs improvements |
| | Environmental - 4 |
| Environment | Do not cut mature trees. |
| Environment | Some of the options impact historic neighborhoods and City parks. |
| Environment | Do everything you can to save that |
| Visibility | Do not contribute to light pollution. |
| | Support Widening - 5 |
| Ease of Access | Widening this section of I-35 has been needed for 30 years. Probably needs to be widened to 8 lanes. |
| Right-of-way | Needs to be one for sure, that road is horrible, old. Such an embarrassment to our city |
| Ease of Driving | Widening this section of I-35 has been needed for 30 years. Probably needs to be widened to 8 lanes. |
| Ease of Driving | Widening this section of I-35 has been needed for 30 years. Probably needs to be widened to 8 lanes. |
| Ease of Driving | Widening this section of I-35 has been needed for 30 years. Probably needs to be widened to 8 lanes. |
| | Ramps - 3 |
| Access | We use the 10th St. S. on ramp a lot. Keep all the ramps Braid them. |
| Access | Keep Full Access at 10th Street |

| | |
|------------|---|
| Visibility | Leave room for high capacity intersection at NE 23rd. NE 23rd east of I-35 should be upgraded to a higher capacity hiway like NW Hiway. |
|------------|---|



The Alternatives Screen. In this question, the surveyor was asked to rate each concept alternative. A rating of 5 means preferred and rating of 1 is not liked.

There was a comment area where the surveyor could add feedback. There were 80 comments providing feedback for this screen. Please see Table 3 for a listing of feedback from the alternatives screen.

Based on Figure 4 and 5, Alternative 2 was rated the highest with an average rating of 3.444. Alternative 3 average rating was next with a 2.747, followed by Alternative 4 with a 2.616 and lastly the No Build with an average rating of 2.242. The surveyors must feel that the “No Build” is not the answer with 53% rating the No Build with a 1. Alternative 4 was the second highest 1 rating with 39%.

Figure 4: Results of Alternatives Ranking

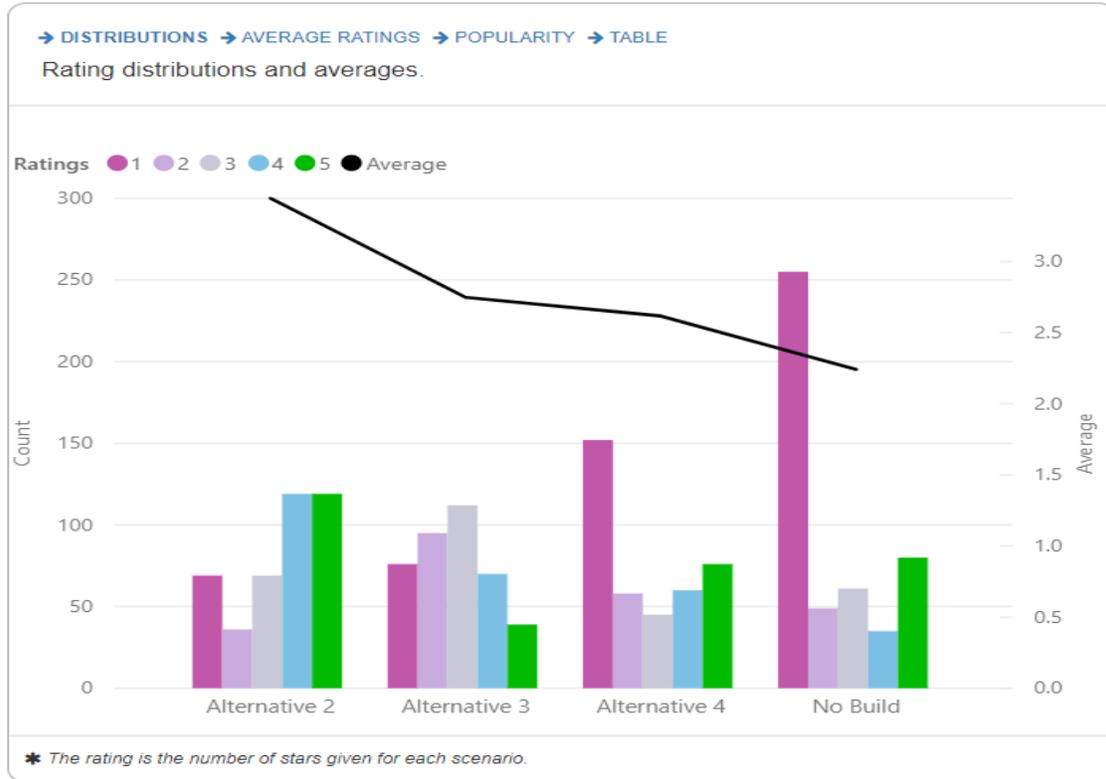


Figure 5: Results of Alternatives Ranking

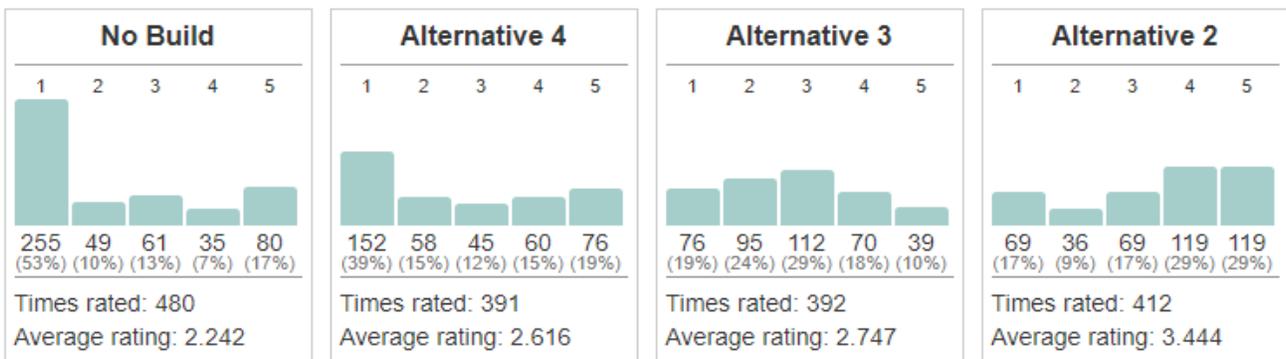


Table 3 provides the feedback from the alternatives screen. Comments (blue) provided in this section are listed below by categories (gray) and by alternative. Providing more public transit was a common comment throughout. The comments for Alternatives 4 were generally negative.

No general summary can be provided, and the reader can review the comments for each alternative.

Table 3: Feedback from Alternatives

| Item | Feedback |
|---------------------------|---|
| No Build - Not an Option | |
| No Build | Not even an option unless you want the traffic to start offloading to side streets as they are faster than the congested highways |
| No Build | Changes must occur along this corridor. It is too congested and in too poor condition for no changes to occur. |
| No Build | I think improvements are needed especially seeing how traffic has increased in the area! |
| General Comment | |
| No Build | What road crossing is this, anyway? There is no identification. |
| No Build | This is a confusing question and likely to result in poor survey results. Is this a "No Build" "upgrade"... what does that mean? What would be "not built", "upgraded"? I see it has a yellow dot for "NHRP" in the legend. OK... so... how do I find the legend? What does this even mean? Why does North=East in this image? Is my compass broke? I do not even know what you are asking. 1/5 stars. Try again. |
| Impacts - Relocations | |
| No Build | Why take peoples 'homes? Many of these people have lived there for decades!!!& |
| No Build | I really oppose you destroying the neighborhoods nearby. |
| No Build | I like options that keep the ROW as narrow as possible, but still be able to add a lane in each direction. |
| Like the Road As It Is | |
| No Build | To be honest, I kind of enjoy driving on this section of I-35 specifically because it has changed so little. |
| No Build | No widening at all |
| No Build | Focus on maintenance, dedicated transit lanes, rail, designs that encourage reasonable speeds (like 45-50mph through that corridor to increase safety). |
| No Build | Do not change anything. Just repair what is there. Do not displace citizens. |
| Frontage Roads Not Needed | |
| No Build | We do not need frontage roads. We need better and more frequent on and off ramps throughout the whole area. |
| Public Transit | |
| No Build | Better mass transit from the suburbs to downtown would accomplish more than destroying a historical neighborhood would. |
| No Build | Create more efficient and effective public transit instead |
| No Build | We should be investing in transit not more lanes which will just produce more traffic. Continuing to fight traffic with more roads is insane. |
| Alternative 3 Comments | |
| Frontage Roads | |

| | |
|---------------|---|
| Alternative 3 | Need one-way frontage roads and more room through some of the segment. |
| | Impacts |
| Alternative 3 | Disappointed that this is the best of the environmental impacts. |
| Alternative 3 | Not worth displacing homes and cutting up neighborhoods. |
| | Public Transit |
| Alternative 3 | Public transit instead. |
| Alternative 3 | The addition of rail transit would get 5 stars from me. |
| Alternative 3 | Transit lanes and better bike connectivity could do a lot to reduce use of I-35 for local travel, freeing up space for smoother interstate and truck traffic on the highway. |
| | Alternative 3 |
| Alternative 3 | This one! |
| Alternative 3 | The turnarounds are handy. The pavement needs replacing. Why jack up traffic and add lanes, then must come back and fix the existing lanes? |
| Alternative 3 | Some compromises, but I feel like the overall disruption with this plan is minimal. |
| Alternative 3 | Ehh... seems like a cop out. Only upgrading SB side, while it may help a bit, seems to leave the NB entrance insufficient for the future. Again, mostly an educated guess because of the lack of information & small image, hard to tell what is being done here. |
| Alternative 3 | Seems like the best option if more capacity is necessary |
| Alternative 3 | An expanded footprint is necessary for this corridor to handle additional traffic flows. |
| Alternative 3 | Please expand it as much as possible during these upcoming projects. Also, please make it where there will not be any major construction on this section again until the concrete needs to be replaced. Also, please use concrete, not asphalt. |
| Alternative 3 | Would like to see retention of protected turnarounds at NW23 |
| | Alternative 2 Comments |
| | Impacts |
| Alternative 2 | Dislike impact to right of way. Seems unnecessary |
| Alternative 2 | Not good that more right of way is needed, but not remotely as awful as #4 |
| Alternative 2 | This option needs to be less environmentally intrusive. |
| Alternative 2 | Do not destroy homes. |
| | Frontage Roads |
| Alternative 2 | Will not do anything except have people use frontage roads as a highway |
| Alternative 2 | Are frontage roads in this area going to help with amount of traffic, safety, and ease of driving? Aren't there already frontage roads? I do not understand what makes this alternative different from what is already there... |
| Alternative 2 | In my opinion, frontage roads should never be multi directional. |
| | Footprint |
| Alternative 2 | I greatly enjoy the expanded footprint and availability of Texas U-turns. |

| | |
|------------------------|---|
| Alternative 2 | Fresh pavement, room to expand, the only issue is that the off ramp looks too close to the intersection |
| Alternative 2 | Fresh pavement, room to expand, the only issue is that the off ramp (southbound? Cannot tell) looks too close to the intersection |
| Alternative 2 | This seems to be a reasonable upgrade. Additional lanes, land use is not egregious. |
| Alternative 2 | I am a strong believer in induced demand. I do not believe that expansion of this corridor is necessary. But this is an expansion plan that I suppose I could tolerate if expansion is all but assured. However, I personally believe that throughput, especially local throughput, on this corridor will decline with the completion of the 235/44 interchange project. |
| Alternative 2 | Do not widen and add ROW. |
| Alternative 2 | The expanded bridges and frontage roads look like a waste of money. |
| Alternative 2 | DON'T EXPAND THE FOOTPRINT |
| Alternative 2 | I like this alternative however, if some of the frontage roads are already two-way, is it possible to keep them the same? For example, access to the housing on the east and west sides between 23rd and 10th street. Also, i'm not sure if this is something you all would do anything about but there is a lot of foot traffic in that area around 23rd street so I think sidewalks would become necessary as well as lighting. Another note is the exit at 23rd street going northbound is very dangerous so something would need to be done about this. The merge onto 35 north from 23rd street is also very dangerous so that would need to be extended. |
| Alternative 2 | Best of available options but move highway access further away from intersections. Look at mistakes of Kilpatrick tollway Portland to Western. |
| Maintenance | |
| Alternative 2 | Expanded roadway means recurring maintenance costs will expand. Given the struggle to keep up with current maintenance needs, expansion continues the cycle of financial insolvency. |
| Alternative 2 | Expanded roadway means recurring maintenance costs will expand. Given the struggle to keep up with current maintenance needs, expansion continues the cycle of financial insolvency. I further do not understand how more lanes results in more safety. I would think traffic James mean slower speeds which means fewer fatal and injury crashes. |
| Alternative 2 | Better spent on maintenance and transit/rail to reduce regional VMT |
| Alternative 2 | How in the world is a whole bunch of pavements easier and safer? |
| Public Transit | |
| Alternative 2 | Public transit instead. |
| Alternative 4 Comments | |
| Footprint | |
| Alternative 4 | Consider this a 0-star rating. Is this a joke? |
| Alternative 4 | Way too much ROW than necessary and please, never, EVER put in any more 2-way access roads! |
| Alternative 4 | Not worth the cost. Focus on maintenance and reducing regional/local VMT, which would improve traffic for commercial and through-traffic. |
| Alternative 4 | This is awful and unnecessary |

| | |
|----------------|---|
| Alternative 4 | Yikes. The 1950s called and want their design back. |
| Alternative 4 | If I could give this a negative score, I would. Way to completely disrespect and disregard a community that has been there for decades. |
| Alternative 4 | An expansion of this kind is completely unwarranted and would seriously disrupt NE OKC residents. |
| Alternative 4 | Do not add more ROW. |
| Alternative 4 | It is unacceptable to even consider this alternative with the impact it makes on properties and neighborhoods. |
| Alternative 4 | Horrible for the surrounding community. Reminds me of the destructive forces of the 1960s. |
| Alternative 4 | Whoah nelly...!!! Service road expansion, and distance from highway seems excessive, to say the least. REMINDER - the land between the service road & highway will FOREVER be lost if you build the service road half a county away from the actual highway. Additionally, why sacrifice this much land, this many private & public structures AND taxpayer \$'s if we're only going to get 1 additional lane anyways? OK, I could be on board for sacrificing the land if we got 8-16 lane freeway here, but the insane service road distance from highway is still only going to result in 3 lanes each way... why bother? You could find middle ground between Alt. #4 and alt #3 and get 4 lanes each way without needing to put the service road so insanely far away. |
| Alternative 4 | The value of land is better suited to something other than car traffic. People's homes, neighborhoods, businesses, livelihood matter more. |
| Alternative 4 | This would be terrible, destroying neighborhoods and more! Strongly urge this option be removed from consideration! |
| Alternative 4 | Way too much new land usage, this is a suburban design being stuck in an urban location. |
| Alternative 4 | This is the best alternative as it provides for easy future expansion which is inevitable down the road. |
| Alternative 4 | Absolutely not. |
| Alternative 4 | Excuse my french, but what the f%*k? I thought we stopped disemboweling neighborhoods like this decades ago. Seems like a ridiculous price to pay for a likely insignificant gain - both for taxpayers (as far as construction/ROW cost), and most of all for nearby residents, businesses, property owners, and the community at large. |
| Alternative 4 | Button hooks are not right for an urban area. |
| Alternative 4 | I do not dislike the design, but I believe the footprint is too large which would result in unnecessary cost and use of eminent domain. |
| Alternative 4 | You have got to be joking, right? This has got to be a joke... |
| Frontage Roads | |
| Alternative 4 | Not a big fan of one-way frontage roads, so like the two-way idea, but cost and environmental impacts are a concern. |
| Alternative 4 | TWO WAY FRONTAGE ROADS ARE NOT SAFE. HAVE YOU DRIVEN ON HUDIBURG DRIVE RECENTLY ? It is terrifying. |
| Public Transit | |

| | |
|---------------|--|
| Alternative 4 | Public transit would be so much better than these options. |
| Impacts | |
| Alternative 4 | Do not destroy homes. |
| Alternative 4 | The huge environmental impacts are not worth it. |
| Alternative 4 | This option is terrible and will destroy family's homes. |

The Wrap-Up Screen. This provided the sign in and recorded who took the survey broken down by comments provided, age, ethnicity, gender and can ODOT contact you.

Names and addresses were not recorded, but we do have list of E-mail addresses if needed in the future.

6.0 AGENCY SOLICITATION LETTERS

Agency solicitation letters were mailed March 3, 2020, after the public meeting. These letters provided a short project description, brief alternative options, and an enclosed project location map. The letter requested recipients provide input by March 18, 2020 and included a link to the project presentation information. This letter was sent to twenty-nine (29) State and Federal agencies including the US Army Corps of Engineers and numerous State agencies.

6.1 AGENCY COMMENTS AND ODOT RESPONSES

ODOT received five agency letters and the comments are summarized below along with an ODOT response. Of interest, the City of Oklahoma City stated Alternate 3, as presented, shows the improvements to the highway will be completed within the existing footprint and would have the least impact of the options provided. Oklahoma Department of Wildlife Conservation provided three sensitive areas for ODOT to be aware of consisting of two “Close to Home Fishing Ponds” and Deep Fork River.

- 1) The **National Park Service** reviewed the project and has no comment at this time.

ODOT Response: This comment is noted and appreciated.

- 2) The **Oklahoma Department of Environmental Quality (ODEQ)** stated no adverse environmental impacts under DEQ jurisdiction are anticipated, but wanted ODOT to be aware of the following: 1) refer to DEQ Land Protection GIS data layers available for download at <https://deq.maps.arcgis.com/home/index.html>. 2) Prior to beginning any construction activity disturbing more than one acre, you must submit an NOI and obtain authorization under OKR10, construction stormwater. 3) The extent of required water and wastewater infrastructure realignment is unclear.

ODOT Response: These comments are noted and ODOT will obtain authorization under OKR10, construction stormwater prior to construction.

- 3) The Oklahoma Department of Wildlife Conservation (ODWC) stated for this project, there are three sensitive areas we would like to draw special attention to regarding this issue: A) South portion of the project area near 10th street. ODWC has a Close to Home Fishing Pond located at the southeast corner of the 1-35 and 10th Street Junction B) North portion of the project area where the Deep Fork River crosses 1-35. C) Near the

junction of 50th Street and 1-35. ODWC has a Close to Home Fishing Pond (Zoo Lake) just to the west of the project area.

ODOT Response: These comments are noted and ODOT will located these areas as project development occurs. These areas will be avoided or ODOT will contact your office for further consultation.

- 4) The City of Oklahoma City submitted the following comments: Within this corridor, several City facilities, including historic neighborhoods are currently adjacent to the proposed project. The City is currently bidding a new recreation center at Douglass Park, west of the highway, with a new golf clubhouse at Jimmy Stewart Golf Course. There are plans to build a new Police/Fire training center at NE 10th Street on the east side of I- 35. The three City projects will exceed \$65,000,000 in improvements in the area. Continuing north, Edwards Park is on the east side, with the Katy Trail on the west side. Lincoln Golf Course is located north of NE 36th Street and west of the highway. All three are major facilities with the City's park system, and encroachment on any of these facilities or on the historic properties would be a negative impact to the area. We understand the need for improvements as I-35 is a major north-south corridor and the current traffic exceeds the capacity of the highway. The City requests the impacts be minimized to maintain the integrity of the historic neighborhoods and City's facilities located along the corridor. Alternate 3, as presented, shows the improvements to the highway will be completed within the existing footprint and would have the least impact of the options provided.

ODOT Response: These comments are noted and appreciated. ODOT will work with the City as project development continues to avoid or mitigate these areas.

- 5) The Bureau of Indian Affairs (BIA), Southern Plains Region indicated there are no tribal or Individual Indian trust lands in the vicinity of the proposed improvement area. The Southern Plains Region has no concerns that the proposed project will impact Indian trust lands within the Southern Plains Region's jurisdiction.

ODOT Response: These comments are noted and appreciated.