

Virtual Public Open House Executive Summary



Oklahoma Department of Transportation

I-35: Interchange at SH-74 (Grant Street) in Purcell

McClain County, JP 32802(04)

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Executive Summary

This document summarizes the virtual public open house that was conducted for the I-35: Interchange at SH-74 (Grant Street) project in Purcell. The project is an effort to add southbound access on I-35 between mileposts 91 and 95. The purpose of the virtual public open house was to present the proposed improvements to the interchange and obtain information from the public to further assist in the identification of critical social, economic and environmental effect that may result from the project.

Due to concerns about the spread of COVID-19, ODOT held a virtual public open house as opposed to an in-person open house. The public open house was held on-line between January 27 and February 10, 2021. Twenty-five members of the public signed in on the website, however, signing-in was not required. According to the website analytics, 578 unique visitors viewed the website over the 15-day period. After the homepage, the project presentation page was the most frequently viewed, followed by the interactive project map, then the interactive survey, and project alternatives. In total, one hundred twenty-three (123) written comments/questions were received during the virtual public open house, including two (2) agency comments, forty-seven (47) comments submitted via the website comment feature, thirty-two (32) mailed comments, five (5) emailed comments, three (3) comments on the interactive map, two (2) comments collected by ODOT after returning a phone call from a property owner, and thirty-two (32) comments collected on an ODOT Facebook post regarding the project. Eighteen (18) people submitted comments as part of the MetroQuest survey.

Agency comments included the following:

- The Oklahoma Department of Environmental Quality (ODEQ) determined that no adverse environmental impacts under ODEQ jurisdiction are anticipated.
- The Oklahoma Aeronautics Commission (OAC) indicated that project does not appear to pose a hazard to safe and efficient use of navigable airspace.

One hundred twenty people submitted comments on the project; one person submitted two comments. The majority of the comments were in support of the project, with Alternative 3 as the most popular alternative. Those in favor also frequently recommended Alternative 1 and retaining the existing ramp. Those who were not in favor of the proposed project recommended other areas along I-35 that would be better suited for the new ramp. The majority of commenter concerns were about neighborhood impacts, traffic, access for emergency services, cost, and access to the new hospital location. Comments are tabulated in **Table E1**. Note that the number of comments in the table is greater than 120 because several people submitted comments with more than one concern/issue.

Table E1: Major Issues of Concern

Issue	# of Comments
In Favor/Neutral toward Proposed Project	87
Alternative 1	24
Alternative 2	4
Alternative 3	44
Keep Existing Ramp	16
Not in Favor of Proposed Project	35
Add On-Ramp to Existing Exit 95	19
Move New On/Off Ramps Closer to Hospital	6
Current Configuration Works	6
Add Ramps to SH-39 Intersection	3
Put New On/Off Ramps Somewhere Else (unspecified)	1
Extend 230 th St. to Green Ave.	2
Neighborhood Concerns	18
EMS Response	17
Traffic Concerns	15
Safety	12
New Hospital Access	10
Cost	9
Miscellaneous Questions/Suggestions	6
Schedule Concerns	2
Add Service Roads	1
Remove Existing Ramp	1

Responses to Comments

In Favor/Neutral toward Proposed Project:

Thank you for your comments.

Not in Favor of Proposed Project (Keep or Improve Existing Green Avenue Interchange):

There is currently no access to I-35 at SH-74 (Grant Street) in Purcell. Under existing conditions, emergency response to incidents on I-35 is delayed by the lack of access to I-35 between milepost 91 and 95. Additionally, the US-77 (North Green Avenue) directional interchange is missing the southbound I-35 connection. Adding ramps at SH-74 was determined to provide a better opportunity to respond to incidents on I-35 and address the lack of southbound entrance at the US-77 (North Green Avenue) interchange.

- Add on-ramp to existing Exit 95

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- *Adding on-ramp to existing Exit 95 was addressed in the Feasibility Study and was found to be more economical to add the single entrance ramp at SH-74 (Grant Street) as provided in Alternative 1.*
- Move New On/Off Ramps Closer to Hospital
 - *The north interchange will be re-evaluated with the future 6-lane concept of the remaining corridor. The proposed interchange at SH-74 meets the minimum spacing for interchanges per the design policy of the American Association of State Highway Transportation Officials.*
- Current Configuration Works
 - *The existing interchange does not provide access to southbound I-35.*
- Add Ramps to SH-39 Intersection
 - *SH-39 is too far south to provide the southbound access to I-35 that is needed on the north side of Purcell. Additionally, SH-39 is located further away from the emergency response stations and the new hospital.*
- Extend 230th St. to Green Ave.
 - *Extending 230th Street would require a complete reconstruction of the existing interchange, which will be considered with the future 6-lane concept.*

Concerns About Impacts to Neighborhoods Along the Project:

The project is in preliminary development at this time, and it will be around a year before design plans with specific details are finalized. Property impacts will not be fully known until the plans have been developed. Once plans are developed, if any of your existing property is required, City of Purcell right of way agents will meet with you to discuss potential impacts and negotiate with you regarding compensation.

When the design is further along, a Traffic Noise Study will be completed in accordance with ODOT and FHWA regulations. This study will identify any anticipated noise impacts and the feasibility and reasonableness of noise walls, if necessary.

EMS Response Times:

Improved EMS response is one of the main goals of the project. Each of the alternatives provide improved response times in comparison to the existing condition.

Increased Traffic Concerns on SH-74:

Improvements are planned for SH-74 (Grant Street) and other local streets within the project limits to address the future traffic demands the interchange will introduce. Under Alternatives 2 & 3 a center turn lane on SH-74 is being considered to help with the anticipated increase in traffic flow and safety. To address the traffic increase from the new hospital location signage will be included on I-35 to direct the public to use existing exit 95.

Safety Concerns:

One of the stated goals of the project is to improve safety. Improvements are planned for SH-74 (Grant Street). The addition of a center left turn lane on SH-74 will help to reduce collisions and allow refuge for

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turning vehicles. A new bridge over I-35 would improve sight distance for vehicles traveling on SH-74 and also increase the vertical clearance under the bridge.

Access to New Hospital via the Exit 95 Ramp:

Leaving the existing I-35 Exit 95 ramp in place is being considered under each alternative.

Cost of Improvements:

Thank you for your comment.

Miscellaneous Questions/Suggestions:

Thank you for your comment. Suggestions will be considered moving forward.

Schedule Concerns:

Construction is anticipated to begin in 2025. However, the schedule is dependent on funding and subject to change. Construction phasing will be provided to minimize impacts and delays during construction.

Add Frontage Roads:

Service Roads create significant impact to adjacent properties along I-35. Mobility in the area suggests service roads are not needed.

Suggest Remove Existing I-35 Northbound to Southbound US-77/Green Ave. Ramp:

Removing the existing Exit 95 ramp would negatively impact response times to the new hospital under construction.