

# **PUBLIC MEETING SUMMARY AND RESPONSES TO COMMENTS**

**I-40/Douglas Boulevard Bridge Replacement  
and Interchange Reconstruction**

**Oklahoma County, Oklahoma  
JP 28992(04)**

**Prepared for:**



**Oklahoma Department of Transportation  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105**

**Prepared by:**

**Triad Design Group  
Oklahoma Certificate of Authority No. 1759  
3020 Northwest 149<sup>th</sup> Street  
Oklahoma City, OK 73134  
405-752-1122**

**March 2017**



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## EXECUTIVE SUMMARY

This document summarizes the public meeting conducted for the I-40/Douglas Boulevard Bridge replacement and interchange reconstruction project in Oklahoma County, Oklahoma. The purpose of the public meeting was to present information about the proposed alternatives to the public and obtain input. The public meeting was held on January 17, 2017 at 6:00 p.m. in the Bill Atkinson Center Raider Room, Rose State College. Fifty-four attendees signed in for the meeting. 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 February 14, 2017 with a total of 22 written comments received, including 10 from agencies and 13 from members of the public (1 of the public comments was received by telephone). Agency comments and ODOT responses are summarized in Table ES.1.

**TABLE ES.1: AGENCY COMMENT AND RESPONSE SUMMARY**

Agency	Response
Bureau of Indian Affairs	No tribal or individual Indian trust lands; no concerns
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	<ul style="list-style-type: none"> <li>• No comments specific to the alternatives.</li> <li>• Concerns:               <ul style="list-style-type: none"> <li>○ Disturbance of riparian areas</li> <li>○ Siltation problems</li> <li>○ Mechanical disturbance in the stream</li> <li>○ Reduction of cross-sectional area needed for adequate drainage</li> </ul> </li> <li>• Recommendations:               <ul style="list-style-type: none"> <li>○ Reduce disturbance</li> <li>○ Develop sufficient erosion control plans to minimize sedimentation</li> <li>○ Minimize changes in stream configuration, or mitigate through conservation easement</li> </ul> </li> <li>• Suggests sufficient cross-sectional drainage area through any modified bridge crossings.</li> <li>• Requests streams remain free flowing after construction.</li> </ul>
Oklahoma Corporation Commission	No records of oil and gas wells located within Project Area.
Oklahoma Department of Commerce	<ul style="list-style-type: none"> <li>• Supports alternative that supports the most traffic volume, including semi-trucks and trailers, due to TAFB projected growth.</li> <li>• Consider impact of construction of the Eastern Oklahoma County turnpike.</li> <li>• Before construction begins at I-40/Douglas, review interchanges at I-240/Douglas and I-240/Air Depot for maintenance needed to accommodate diverted commercial traffic.</li> </ul>
Oklahoma Department of Environmental Quality	<ul style="list-style-type: none"> <li>• Storm Water Permit required for construction disturbing &gt;1 acre.</li> <li>• Recommends contacting TAFB Environmental Restoration Branch re: monitoring wells in the Project Area, and potential for interaction with the perched aquifer in the Project Area.</li> </ul>
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.

Most of the public comments expressed support for one (or in some cases two) of the three alternatives presented at the public meeting. In addition to expressing support for an alternative, several other miscellaneous questions or comments were expressed. Table ES.2 summarizes the comments received. Note that the total number of comments is greater than the number of comments received, as several people made multiple comments.

**TABLE ES.2: PUBLIC COMMENT SUMMARY**

Comment	# of Comments
Expressed support for Alternative 1	8
Expressed support for Alternative 2	4
Expressed support for Alternative 3	1
Against Alternative 2, with questions about the Future Flyover	2
Against Alternative 3 - various reasons (i.e., dislike weaving and ramp loops, not pedestrian friendly)	2
Requested detail of SPUI phased traffic movements	1
Suggested truck traffic be considered in design process	1
Suggested placing the rest of the road in front of Tinker underground	1
Supports pedestrian accommodations	2
Requested more visible lane striping	1
Requested better media coverage of public meetings	1
Expressed concerns regarding St. Anthony Healthplex access	1
Expressed concerns regarding traffic operations at S.E. 29th Street/Douglas Boulevard	2

## **1 PROJECT INTRODUCTION**

This document summarizes the public meeting conducted for the I-40/Douglas Boulevard Bridge replacement and interchange reconstruction project in Oklahoma County, JP 28992(04). The purpose of the public meeting was to present information about the proposed alternatives 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 a short project description and the purpose of the proposed project, and included enclosures consisting of a project location map and graphics of the three alternatives. The letter, dated December 22, 2016, also invited recipients to the public meeting and requested input be provided by February 14, 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 December 22, 2016 to elected officials (federal and state), the Governor's office, Oklahoma County Commissioners, the Cities of Midwest City and Oklahoma City, local school districts, emergency service providers, and medical facilities in the study area. The officials letter provided a brief description of 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 list are included in Appendix B.

Notice of the public meeting was also sent by letter dated December 22, 2016 to all utility companies and to all property owners in the study area, based upon Oklahoma County Assessor information. Copies of this letter and mailing list are included in Appendix C.

### **3.2 MEETING INFORMATION AND FORMAT**

The public meeting was held on January 17, 2017 at 6:00 p.m. in the Bill Atkinson Center Raider Room, Rose State College. Fifty-four people signed in for the meeting, including representatives from ODOT, Triad, City of Midwest City, City of Oklahoma City, Tinker Air Force Base, Rose State College, St. Anthony Healthplex, 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 detailed information on the three (3) alternatives under consideration:

- Alternative 1 – Single Point Urban Interchange (SPUI)
- Alternative 2 – Tight Urban Diamond Interchange (TUDI) with Future Flyover Ramp
- Alternative 3 – Cloverleaf Interchange

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 three alternatives under consideration and environmental constraints were available for public viewing.

A handout with project information and a map of the proposed alternative 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:

- Purpose of the Meeting
- Existing Facility
- Collision History
- Purpose and Need for the Project
- Proposed Project Description
- Description of Three (3) Alternatives Considered
- Constraints in the Area
- Comparison Matrix of the Alternatives
- Request for Public Input
- Next Steps

### **3.3 SUMMARY OF COMMENTS**

Nine (9) written comments from agencies, and 1 telephone and 12 written comments from the public were received both before and after the public meeting.

#### **3.3.1 AGENCY COMMENTS**

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

- 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 7450-1 should be submitted, due to the proximity of Tinker Air Force Base.
- The Oklahoma Conservation Commission (OCC) listed several general concerns including disturbance and siltation of streams and riparian areas and changes to stream channels that may constrict flows and result in flooding.
- The Oklahoma Corporation Commission had no records of oil and gas wells located within the Project Area.

- The Oklahoma Department of Commerce supports the alternative that supports the most traffic volume, including semi-trucks and trailers, due to Tinker Air Force Base projected growth. The agency also suggested that ODOT consider the impact of construction of the Eastern Oklahoma County turnpike, and recommended that the interchanges at I-240/Douglas and I-240/Air Depot be evaluated for any maintenance which may be needed to accommodate commercial traffic which may be diverted during construction at I-40/Douglas.
- 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 waste, and OPDES permitting. Lastly, the ODEQ recommended contacting Tinker Air Force Base Environmental Restoration Branch regarding monitoring wells in the Project Area and the potential for interaction with the perched aquifer in the Project Area.
- 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.

**3.3.2 PUBLIC COMMENTS**

Most of the public comments expressed support for one (or in some cases two) of the three alternatives presented at the public meeting. In addition to expressing support for an alternative, several other miscellaneous questions or comments were expressed. Table 3.1 summarizes the comments received. Note that the total number of comments is greater than the number of comments received, as several people made multiple comments. Copies of the public comments received are included in Appendix H.

**TABLE 3.1: PUBLIC COMMENT SUMMARY**

Comment	# of Comments
Expressed support for Alternative 1	8
Expressed support for Alternative 2	4
Expressed support for Alternative 3	1
Against Alternative 2, with questions about the Future Flyover	2
Against Alternative 3 - various reasons (i.e., dislike weaving and ramp loops, not pedestrian friendly)	2
Requested detail of SPUI phased traffic movements	1
Suggested truck traffic be considered in design process	1
Suggested placing the rest of the road in front of Tinker underground	1
Supports pedestrian accommodations	2
Requested more visible lane striping	1
Requested better media coverage of public meetings	1
Expressed concerns regarding St. Anthony Healthplex access	1
Expressed concerns regarding traffic operations at S.E. 29th Street/Douglas Boulevard	2



### **3.4 RESPONSE TO PUBLIC COMMENTS**

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

- **Support for Alternative 1, Alternative 2, and/or Alternative 3**

ODOT thanks you for your input.

- **Purpose of Alternative 2 Future Flyover**

Alternative 2 includes construction of a northbound Douglas to westbound I-40 flyover ramp in the future because traffic analysis forecasts the traffic volumes associated with that movement to increase in the future, primarily due to an increase in Tinker Air Force Base traffic.

- **Against Alternative 3**

Traffic analysis predicts that traffic operations for Alternative 3 – Cloverleaf will degrade to an unacceptable level in the future. Therefore, ODOT considered two additional interchange design solutions, i.e., Alternative 1 – SPUI and Alternative 2 – TUDI with Future Flyover.

- **Clarification of SPUI Phased Traffic Movements**

The SPUI design will include signalization that controls traffic moving through both the northwest quadrant (i.e., northbound and southbound Douglas traffic destined to WB I-40) and the southeast quadrant (i.e., northbound and southbound Douglas traffic destined to EB I-40). This signalization will ensure that both left-turning and right-turning Douglas traffic destined to I-40 within the same quadrant will move in separate, sequential phases of the traffic light, thus avoiding the need for either traffic movement to yield to the other.

- **Consideration of Truck Traffic in Design**

ODOT agrees that truck traffic on this bridge and through this interchange must be considered in the design process. In fact, truck traffic is one of the chief reasons this project (which includes additional lanes on I-40) is needed.

- **Suggestions Relating to Tinker Air Force Base**

ODOT recognizes that Tinker Air Force Base (TAFB) is a vital stakeholder in any proposed improvement to this area. Because the TAFB mission is of the utmost importance, ODOT has coordinated extensively with TAFB staff and considered their input in the design process.

- **Pedestrian Accommodations**

ODOT considers all modes of transportation (i.e., including pedestrian) in the planning process.

- **More Visible Lane Striping**

ODOT is continuously evaluating more durable paints, and anticipates that the visibility of lane striping will continue to improve in the future.

- **Better Media Coverage of Meetings**

ODOT provides notice of all public meetings to the local news outlets, who then determine if and/or how to disseminate the notice.

- **St. Anthony Healthplex Access**

St. Anthony Healthplex representatives expressed concerns that access to the full-service emergency room be maintained throughout construction, and pointed out a traffic conflict that exists for eastbound I-40 traffic exiting at Douglas Boulevard, destined for the Healthplex. ODOT has incorporated these concerns into the design development and selection process.

- **S.E. 29TH Street/Douglas Boulevard Traffic Operations**

ODOT's traffic analysis has shown this area is currently in need of improvement and that traffic conditions will worsen in the future unless improvements are made. ODOT will work with the Cities of Midwest City and Oklahoma City to identify and implement improvements to this intersection.