

COMPARISON OF THE FIVE PRIMARY DESIGN ALTERNATIVES

Alternative	Degree Skew over I-35	SH-74 & I-35 SB ramps	SH-74 & West Frontage Road	SH-74, I-35 SB ramps, & West Frontage Road		Existing Roundabout (north of bridge)		Airport Road	
		New Signalized Intersection	New T-Intersection	New Signalized Intersection	New Roundabout	Remains	Replaced with Signalized Intersection	New T-Intersection at SH-74 & Airport Rd.	Realignment of Airport Road
1A	0	✓	✓			✓		✓	
2A	20			✓		✓		✓	
2B					✓	✓		✓	
3A	45			✓			✓		✓
3B					✓	✓			
4A	40			✓			✓		✓
4B					✓	✓			✓
5A	53			✓			✓		✓
5B					✓	✓			

PROJECT INFORMATION SUMMARY

- Right-of-Way & Utility Relocation: **2024**
- Construction programmed to start in: **2027**
- Annual Average Daily Traffic (AADT), year 2021: **48,600 Vehicles per day (I-35); 8,400 Vehicles per day (SH-74)**
- Future Estimated AADT, year 2050: **76,780 Vehicles per day (I-35); 13,270 Vehicles per day (SH-74)**

DISTRICT 3 ENGINEER: RON BROWN, P.E.

*Totals DO NOT include Toll Roads

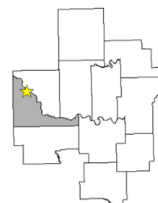
**Totals DO NOT include County Bridges

Total Road Miles:
1,791.65

***Total Interstate Miles:**
163.67

****Total Bridges:**
933

Counties: Cleveland, Coal, Garvin, Hughes, Johnston, Lincoln, McClain, Okfuskee, Pontotoc, Pottawatomie, and Seminole



PLEASE PROVIDE YOUR COMMENTS BY OCTOBER 31, 2022.

For more information about the project
(405) 325-3269
environment@odot.org



<http://www.odot.org/publicmeetings>

VIRTUAL OPEN HOUSE
October 10 – 31, 2022

SH-74 over I-35 Bridge Replacement/Interchange
McClain County: JP 29571(04)

www.odot.org/SH74Goldsby



VIRTUAL OPEN HOUSE

The Oklahoma Department of Transportation will host a virtual open house to present design alternatives under consideration for the replacement of the SH-74 bridge over I-35 at Goldsby and to obtain public input on the alternatives. The virtual open house will be a web-based format (no in-person meeting). The information will be available online beginning October 10, 2022 and comments are requested by October 31, 2022. This virtual open house presents five (5) design alternatives and two (2) slip ramp relocation options under consideration and invites the public to offer specific comments on the alternatives.



Purpose

The purpose of the bridge replacement is to accommodate the future improvement of I-35 to a 6-lane facility, while improving all horizontal and vertical alignments in the I-35/SH-74 interchange to current design standards. The existing bridge crosses over I-35 at an angle of 53 degrees. The existing interchange is a folded diamond interchange meaning SH-74 crosses over I-35, and both the I-35 southbound (SB) on and off ramps are located in the southeast quadrant while both the I-35 northbound (NB) on and off ramps are located in the northwest quadrant. The project limits contain two intersections where local roads and I-35 ramps meet. The first such intersection, where the West Frontage Road (which receives the SB I-35 exit "slip" ramp), SH-74, and the I-35 SB entrance ramp intersect, is all-way stop controlled. The second such intersection, where SH-74, the I-35 NB entrance and exit ramps, and Airport Road intersect, is controlled by a roundabout.



Join

After the public open house ends, project information may be reviewed at www.odot.org/publicmeetings.

October 10, 2022

Dear Stakeholders, Property Owners, and Utility Owners:

Re: SH-74 over I-35 Bridge Replacement/Interchange at Goldsby, McClain County, Oklahoma, State Job Piece:
J/P No. 29571(04), Project No.: J2-9571(004)

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to replace the SH-74 bridge over I-35 at Goldsby, McClain County, Oklahoma. See enclosed Location Map.

The existing SH-74 bridge crosses over I-35 at an angle of 53 degrees. The existing interchange is a folded diamond interchange, meaning SH-74 crosses over I-35, and both the I-35 southbound (SB) on and off ramps are located in the southeast quadrant while both the I-35 northbound (NB) on and off ramps are located in the northwest quadrant. The project limits contain two intersections where local roads and I-35 ramps meet. The first such intersection, where the West Frontage Road (which receives the SB I-35 exit "slip" ramp), SH-74, and the I-35 SB entrance ramp intersect, is all-way stop controlled. The second such intersection, where SH-74, the I-35 N entrance and exit ramps, and Airport Road intersect, is controlled by a roundabout. The purpose of the bridge replacement is to accommodate the future improvement of I-35 to a 6-lane facility, while improving all horizontal and vertical alignments in the I-35/SH-74 interchange to current design standards.

ODOT has hired a Consultant to develop and analyze alternatives for replacing the bridge, while taking into consideration construction costs, right-of-way costs, utility costs, and environmental constraints. ODOT will host a virtual public open house from **October 10 to October 31, 2022**. The purpose of the open house is to present five (5) primary design alternatives under consideration, four (4) of which have "A" and "B" options, and to obtain input from the public. This pamphlet contains additional information about the open house. After the virtual open house comment period ends on October 31, 2022, project information may be viewed at www.odot.org/publicmeetings.

If you are leasing this property, please notify your lessee of this virtual public open house.

Should you have any questions or would like additional information regarding this project, please email environment@odot.org, or call 405-325-3269.

Respectfully,



Joe Brutsché
Environmental Programs Division Manager

Enclosures: Location Map and Comment Form with Postage-Paid Envelope

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353 no later than 72 hours before any scheduled event. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.

Para solicitar una adaptación especial, comuníquese con el coordinador de ADA llamando al 405-521-4140 o al Servicio de Retransmisión de Oklahoma llamando al 1-800-722-0353. Si tiene alguna pregunta relacionada con ADA o con el Título VI, envíela por correo electrónico a ODOT-ada-titlevi@odot.org.

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER

Project Overview

The purpose of the project is to replace the existing SH-74 bridge over I-35 to accommodate the future improvement of I-35 to a 6-lane facility, while improving all horizontal and vertical alignments in the I-35/SH-74 interchange to current design standards. ODOT has hired a Consultant to develop and analyze alternatives for replacing the bridge, while taking into consideration construction costs, right-of-way costs, utility costs, and environmental constraints. Five (5) design alternatives (four (4) of which have two options) have been developed and are presented on the open house website for the public's review and comment.

Alternatives Developed for Analysis

Five (5) primary alternatives have been developed with the SH-74 bridge crossing over I-35 at varying angles to I-35, i.e., degrees of "skew". Alternatives 2 through 5 have two options, which differ with respect to whether the new SH-74/I-35 SB ramps/West Frontage Road intersection will be signalized (Alternatives 2A, 3A, 4A, and 5A) or a roundabout (Alternatives 2B, 3B, 4B, and 5B). Another difference is whether the existing roundabout in the northeast quadrant will remain (Alternatives 2A & 2B, 3A, 4A, and 5A) or become a signalized intersection (3B, 4B, and 5B). Please see the design alternative table in this pamphlet to compare the features of the alternatives.

Lastly, an option has been developed to relocate the existing I-35 SB slip ramp further north near Burr Oak Road, located approximately 1 mile north of the current slip ramp location. The relocated I-35 SB slip ramp could be configured as either a tapered ramp or roundabout. Either relocated I-35 SB slip ramp option can be combined with any of the five alternatives.

What Happens Next?

The public comment period will continue until October 31, 2022. After consideration of all public input received, ODOT will select a Preferred Alternative for environmental studies, final design, and construction. Right-of-way acquisition and utility relocation is scheduled for FFY 2024, and construction is scheduled for FFY 2027.