WELCOME

Public Meeting for I-35 / I-44 Interchange

October 6, 2015

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TEAM INTRODUCTIONS

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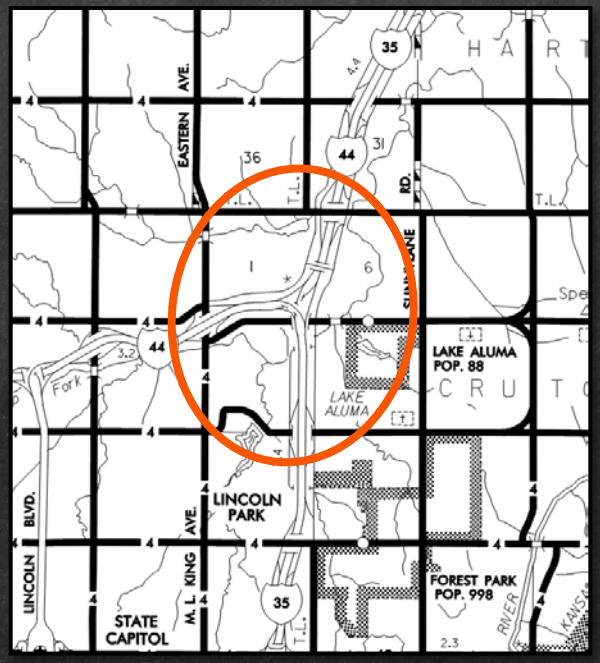
PURPOSE OF THIS MEETING

… is to present the alternative alignments for the I-35/I-44 and I-35/NE 63rd Street Interchanges in Oklahoma City, Oklahoma County and get public input in the selection of a preferred alternative before ODOT moves forward with the completion of detailed environmental studies, design and construction.



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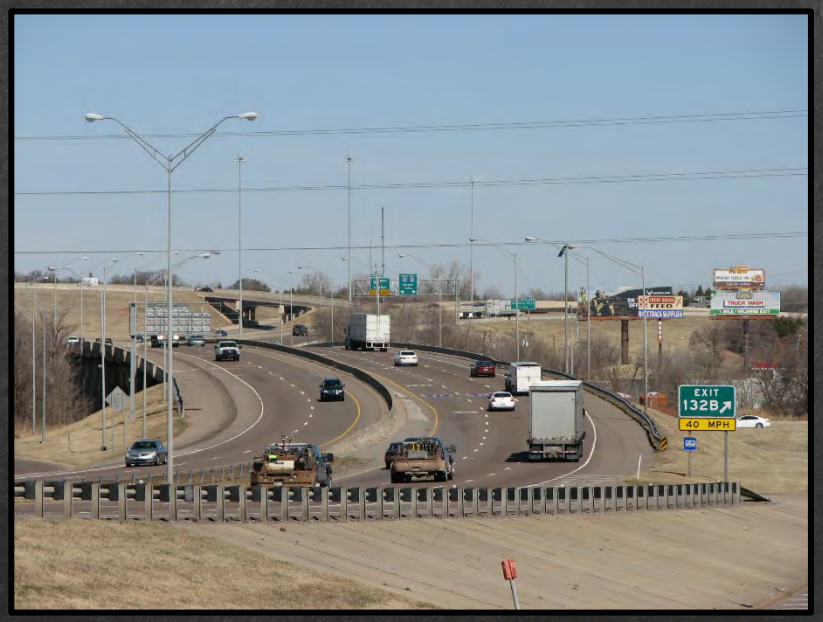
PURPOSE OF THE PROJECT

… is to address the interchange deficiencies at the I-35/I-44 and I-35/NE 63rd Street Interchanges and of the roadway by improving capacity, access, and ramp configurations; meeting current bridge and roadway standards; and accommodating future traffic projections.



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PROJECT AREA INFORMATION

- **Existing Conditions**
  - 3-Leg Directional System Interchange
  - Partial Interchange
  - Left Hand Exit & Entrance Ramps
  - 2-Way & 1-Way Service Roads
  - Abandoned Railroad
  - Deep Fork Creek
  - Adventure District

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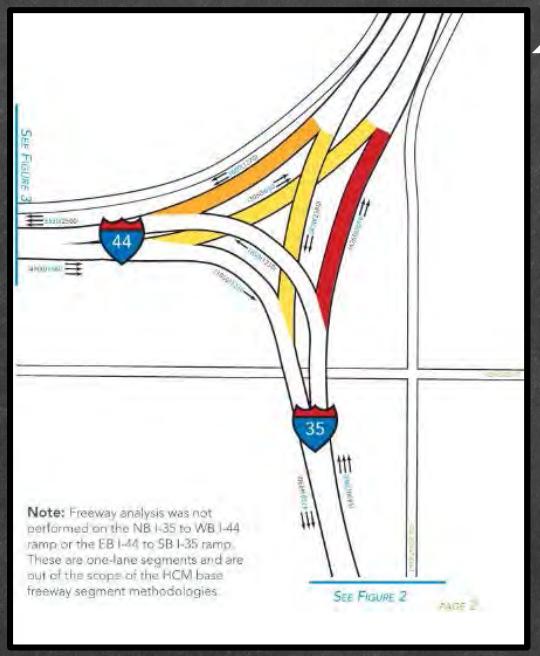
PROJECT AREA INFORMATION

- **Deficiencies**
  - Capacity (2040)
  - Horizontal Curves
    - EB I-44 to SB I-35
    - Superelevation
  - Vertical Curves
    - As Low as 40 MPH
  - Vertical Clearances
    - Over NE 63rd Street
  - Bridges
    - Over Deep Fork (Structural Deficient) *
    - Over NE 63rd Street (At-Risk)
    - NB I-35 to WB I-44 (Fracture Critical)
  - Interchange Configuration
    - Driver Expectancy



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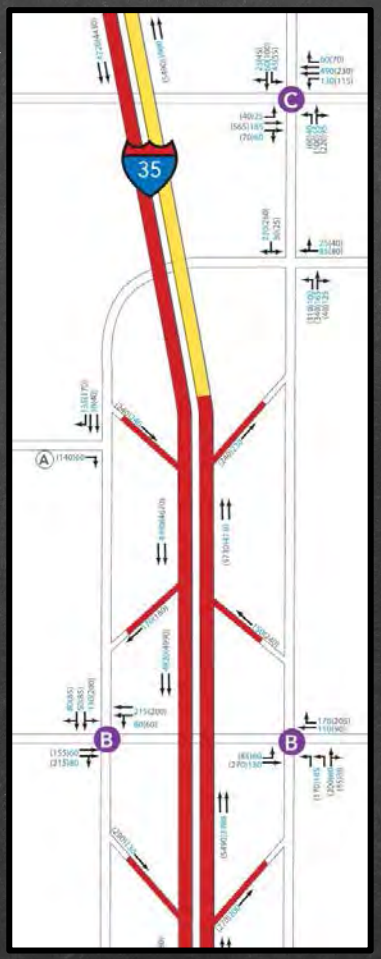

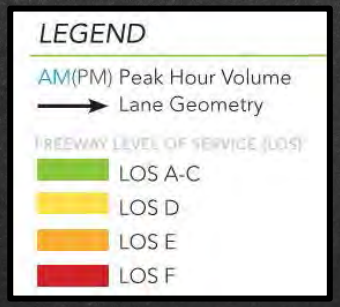

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    - **Driver Expectancy**

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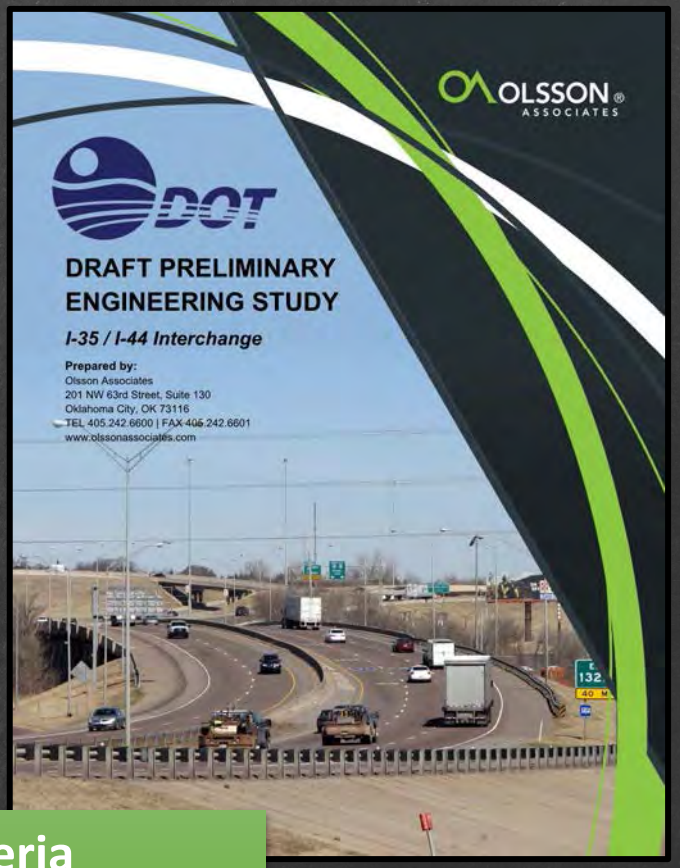
DEVELOPMENT OF ALTERNATIVES

- **Evaluation Methodology**
  - Horizontal and Vertical Geometry
  - Route Continuity
  - Traffic and Safety Impacts
  - Basic Number of Lanes / Lane Balance
  - Environmental Impacts
  - Drainage and Utility Impacts
  - Right-of-Way Impacts
  - Constructability
  - Project Costs



Proposed Design Criteria

- Mainline 60 MPH
- Ramps 45 MPH
- I-35 Mainline – 3 Lanes
- Ramps to & from I-44 – 2 Lanes

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DEVELOPMENT OF ALTERNATIVES

I-35/I-44 Alternative 1

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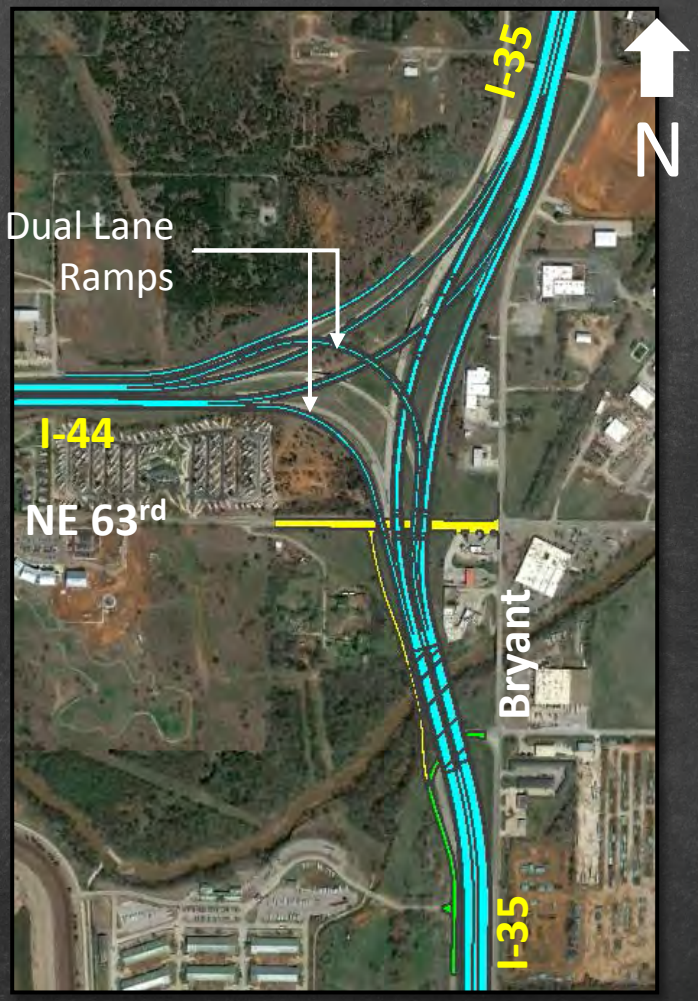
DEVELOPMENT OF ALTERNATIVES

- **I-35/I-44 Alternative 1**
  - Add Capacity
    - I-35 (3 Lanes Each Direction)
    - I-44 (2 Lanes Each Direction)
    - Dual Lane Ramps
  - Maintain I-35 Left-Hand Entrances and Exits
  - Right Hand Entrance Ramp from NB I-35 to I-44
  - Improved Level of Service of Interchange



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DEVELOPMENT OF ALTERNATIVES

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  - **Improved Level of Service of Interchange**

Before

After

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DEVELOPMENT OF ALTERNATIVES

I-35/I-44 Alternative 2

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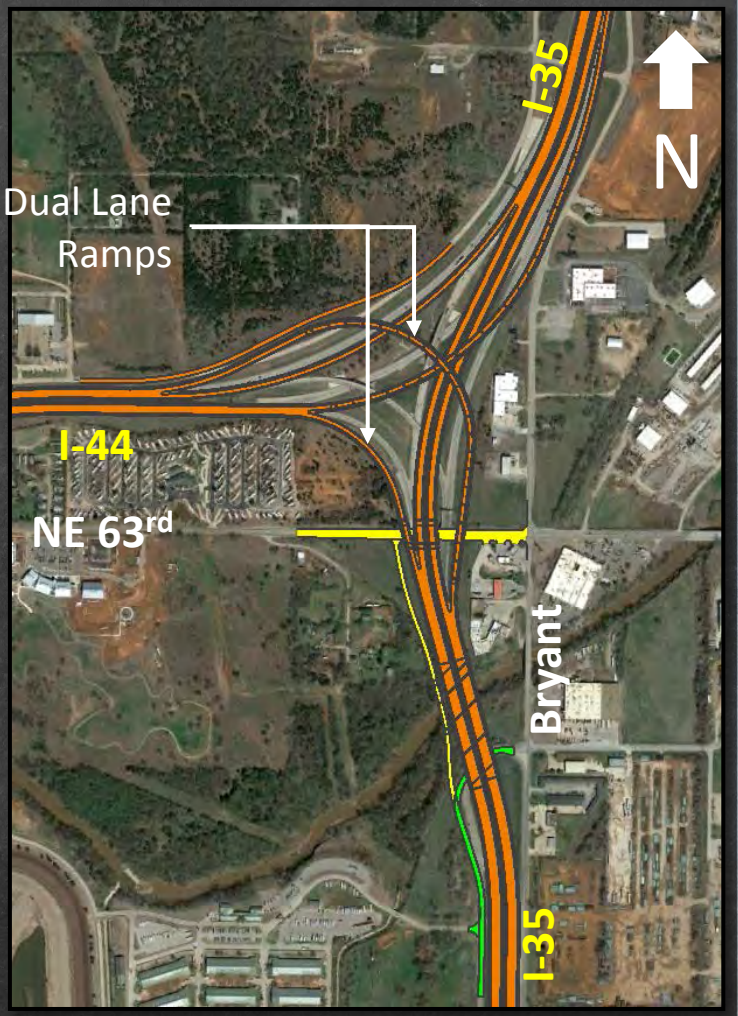
- **Alternative 2**
  - Add Capacity
    - I-35 (3-Lanes Each Direction)
    - I-44 (2-Lanes Each Direction)
    - Dual Lane Ramps (Flyovers)
  - I-35 Primary Route through Interchange
  - Right Hand Exits and Entrances To/From I-44
  - Right Hand Entrance Ramp from NB I-35 to I-44
  - Improved Level of Service of Interchange



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  - **Improved Level of Service of Interchange**

After

Before

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- **MLK Blvd. Impacts**
  - Widen I-44
    - 4 Lanes East and West
    - Westbound Drop-Lane at Martin Luther King
    - Eastbound Additional Lane from Martin Luther King
    - Improved Traffic Operations & Safety

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- **Wilshire Blvd. Impacts**
  - Future Improvements Necessary For Additional Lanes
  - Improve Ramps Access
    - Folded Diamond
    - Develop Longer Weave Length
  - Minimize Impact to Deep Fork Creek
    - Shift I-35 Alignment West

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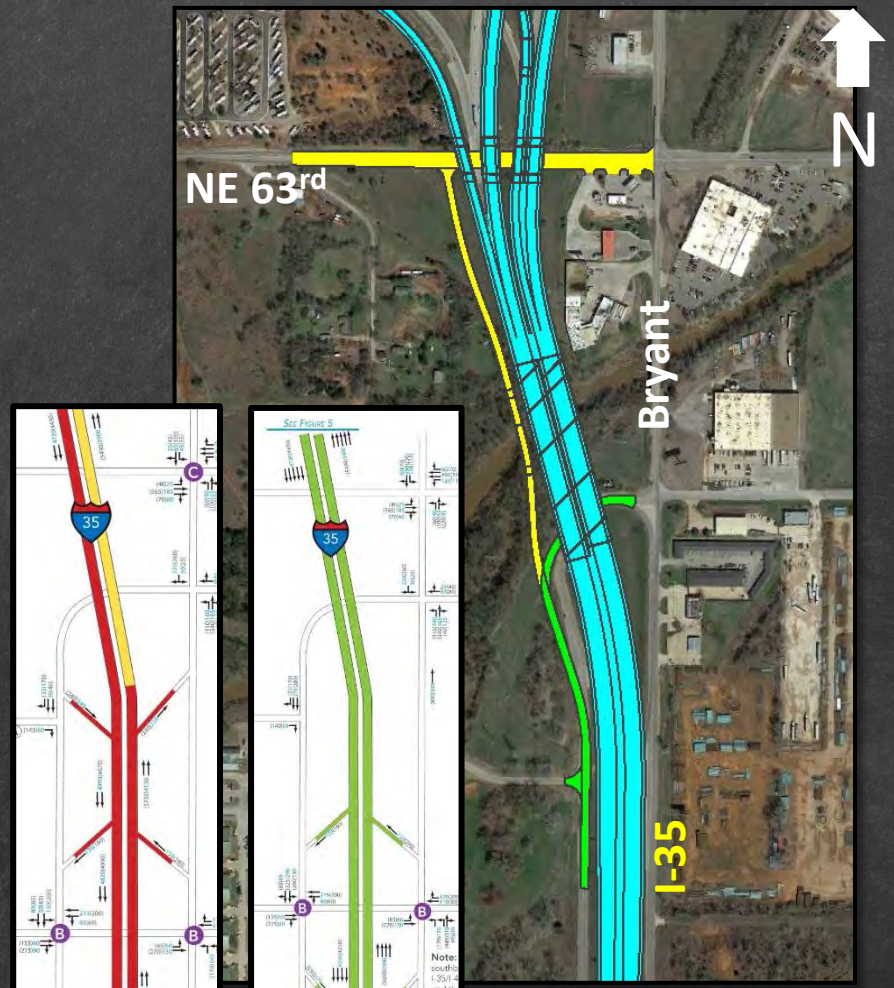
- **NE 63rd Street Impacts**
  - Additional Lanes Approaching and Leaving the Interchange
  - Removal of Exit and Entrance Ramps
    - Traffic Safety
    - Traffic Operations
    - Non-Standard Interchange
  - Provide Local Access to NE 50th Street
    - Option A
    - Option B



Before After

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DEVELOPMENT OF ALTERNATIVES

- **I-35/I-44 Decision Matrix**

Design Option Description	Right-of-Way (Relocations)	Access	Environmental Impacts	Constructability	Utility Impacts	Projects Costs (Millions)
Alternative 1	None Anticipated	Does NOT Meet New Driver Expectations	Wetlands and Noise	Phased Construction and Retaining Walls Needed	Fiber, Electric, Gas, Sanitary Sewer, and Water	**$88.4**
Alternative 2	None Anticipated	**Meets New Driver Expectations**	Wetlands and Noise	Phased Construction Layout, Retaining Walls Needed	Fiber, Electric, Gas, Sanitary Sewer, and Water	$98.8

** Project Costs includes the estimated cost for construction, utilities and right-of-way.*

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DEVELOPMENT OF ALTERNATIVES

I-35/NE 63rd Street Option B – Local Access

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- **Option B – Local Access**
  - Maintain Existing Service Road Configuration
  - I-35 Access at NE 50th Street or Wilshire Blvd.

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I-35/NE 63rd Street Option A – Local Access

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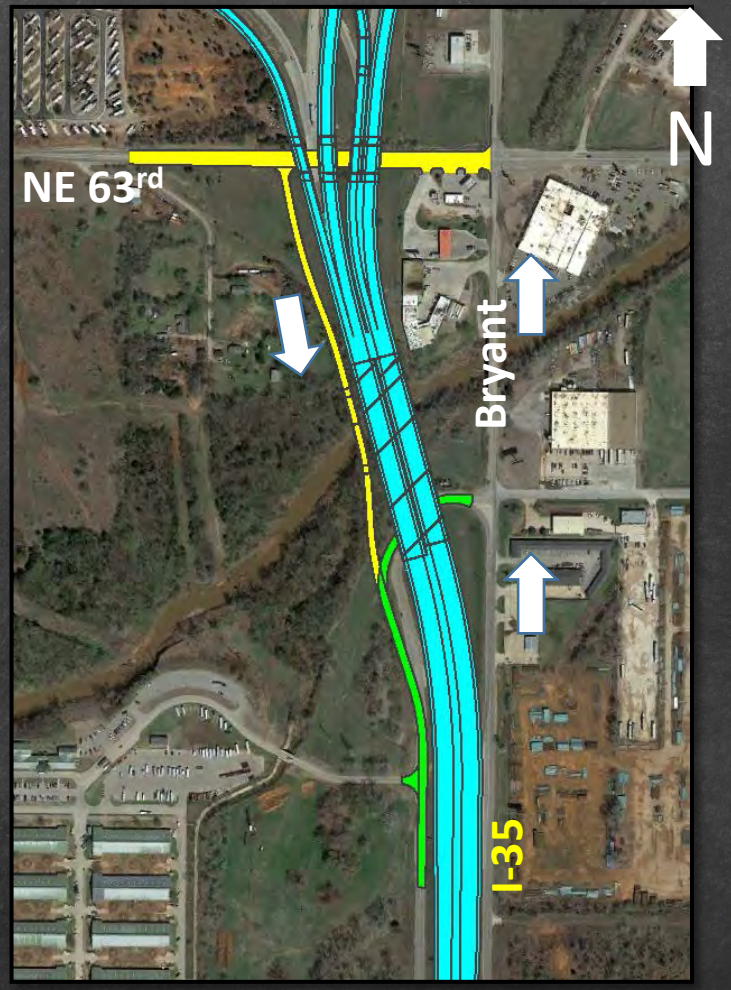
- **Option A – Local Access**
  - N. Bryant Ave 1-Way South of NE 63rd Street
  - *NEW* 1-way (South-Bound) Service Road from NE 63rd Street
  - Widen NE 63rd Street for Left Turn Lane
  - I-35 Access at NE 50th Street or Wilshire Blvd.



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DEVELOPMENT OF ALTERNATIVES

- **I-35/NE 63rd Street Local Access Decision Matrix**

Design Option	Design Option Description	Access	Right of Way	Environmental Impacts	Constructability	Utility Impacts	Project Costs (Millions)
Option A	Remove Service Road under I-35 Provide 1-Way Service Road Connection at NE 63rd Street	**1-Way Service Roads from 50th to 63rd**	2.7 Acres	No Hazardous Waste Impacts, New Bridge to span Deep Fork Creek	Constructible, Increases Cost due to Additional Bridge on Service Road	Fiber, Electric, Gas, Sanitary Sewer, and Water	$5.5
Option B	Maintain Service Road under I-35	**No Change**	**None**	**No Hazardous Waste Impacts**	**Existing**	**None**	**None**

** Project Costs includes the estimated cost for construction, utilities and right-of-way.*

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THANK YOU!

Please Submit Your Comments by October 20, 2015

- ✓ Leave your comment form here tonight.
- ✓ Mail your comment form back to ODOT:
  Environmental Programs Division
  200 NE 21st Street
  Oklahoma City, OK 73105
- ✓ Email your comments to ENVIRONMENT@ODOT.ORG

QUESTIONS?

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