



Public Meeting

Improvements to I-35 from I-40 (Fort Smith Junction) North to I-44 (Deep Fork)

February 18, 2020 at 6:00 p.m.

Lincoln Park Golf Course Event Center





Before we get started...

...Please turn off or mute any electronic devices, and make sure you have a Handout and Comment Form available. Please hold your questions until after the presentation has ended.



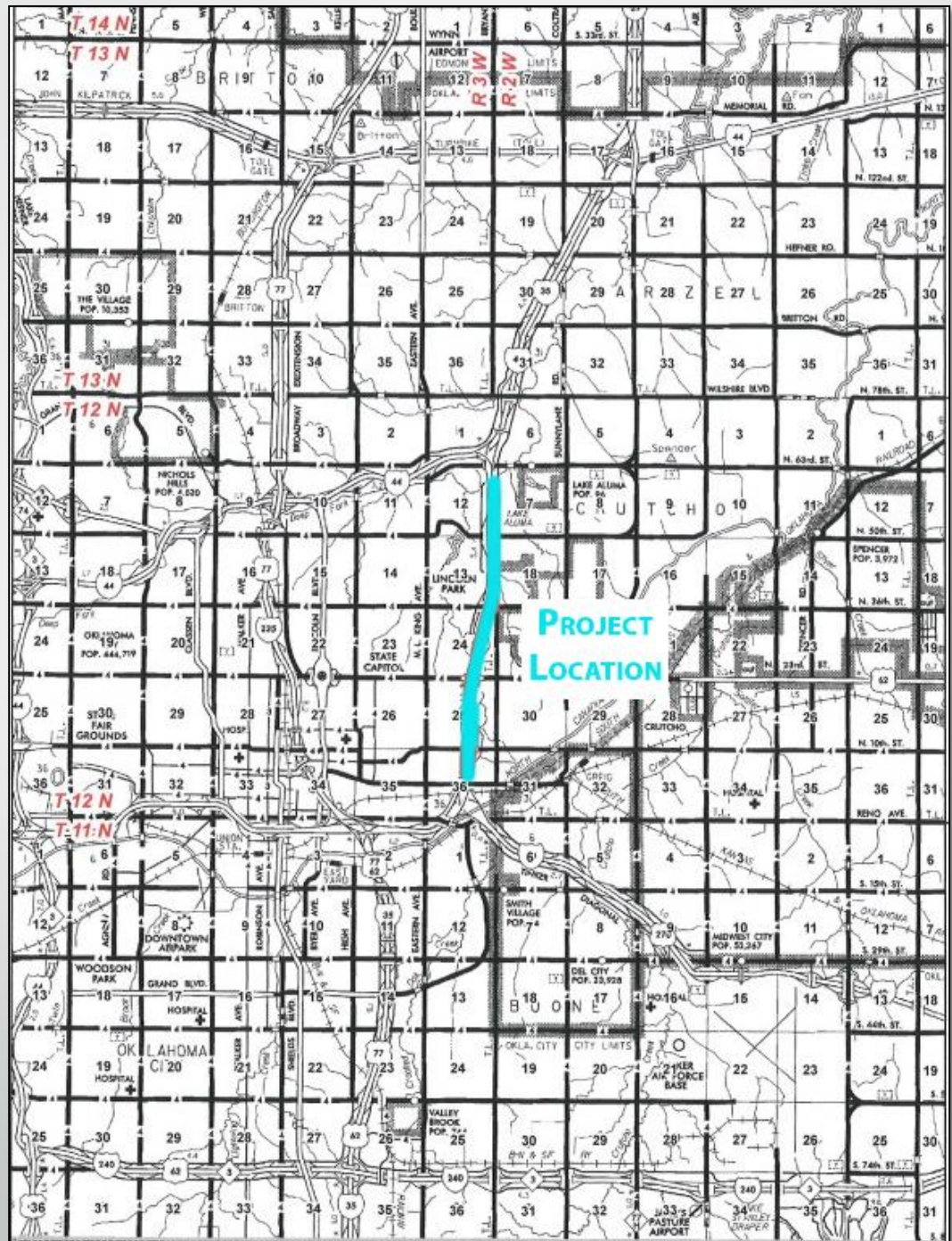
Presentation Outline

- Meeting and Project Purpose
- Existing Conditions
- Highway Traffic Volumes
- Project Constraints
- Conceptual Alternatives
- Project Timeline
- General Questions & Comments

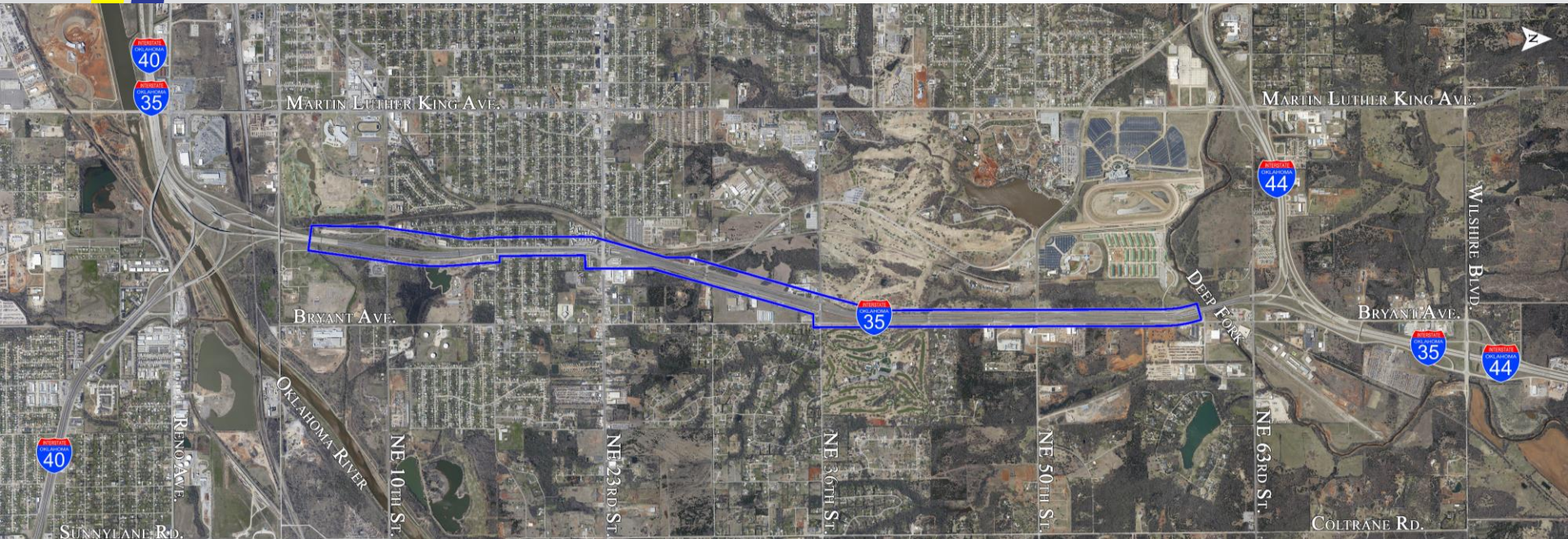


Project Location

Approx. 4.5 miles in length



Project Area



Purpose of this Meeting

Inform the public and obtain input on the design alternatives under consideration for the I-35 corridor from I-40 (Fort Smith Junction) north approximately 4.5 miles to I-44 (Deep Fork) in Oklahoma City, Oklahoma.

Project Background



ODOT has tried to keep up with the continued growth in the Oklahoma City metro area through the widening of I-35 to 6 lanes. The stretch of I-35 between I-40 (Fort Smith Junction) and I-44 (Deep Fork) is one of the last sections that is only 4 lanes from the South Canadian River north 22 miles to 2nd Street in Edmond.

Stakeholder Meeting



- Held June 28, 2018 at Lincoln Park Golf Course Event Center
- 43 Attendees Signed In
- Presentation on Design Alternatives
- 5 Written Comments Received



Purpose of this Project

Evaluate operational and safety improvements of I-35 and its frontage roads.

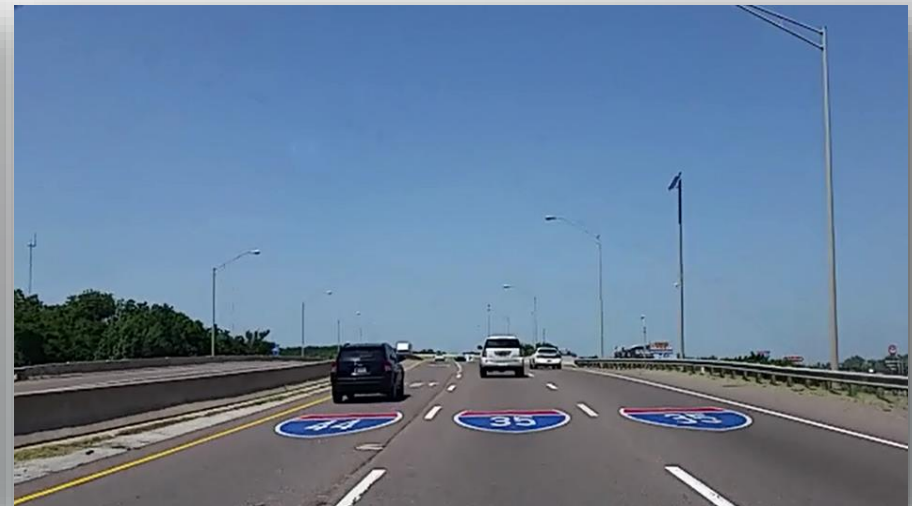
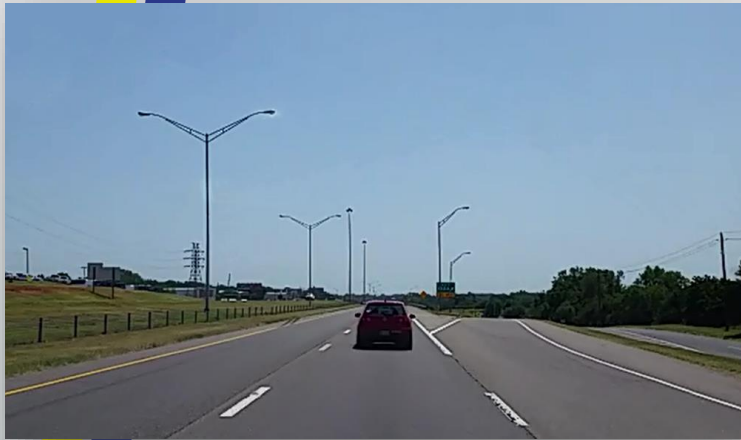
Proposed Improvements

These potential improvements include bridge replacements and/or removals, frontage road modifications, and pavement widening to facilitate an ultimate 6-lane corridor to increase capacity.

Project Objectives



- Improve capacity of I-35 mainline
- Increase operations & safety
- Replace At-Risk bridges
- Provide continuous frontage roads
- Maintain access to 63rd Street





Existing Conditions

Existing Conditions

- Roadway

- Designed in mid-1950s
- 6-lane undivided section from I-40 to NE 23rd Street/eastbound US Route 62
- Transitions to 4-lane divided section to I-44 interchange
- 54' median in addition to concrete & cable barrier systems
- Paved with asphaltic concrete



Existing Conditions

- 4 Interchanges within the corridor
 - NE 10th Street (Exit 129)
 - NE 23rd Street/Eastbound US Route 62 (Exit 130)
 - NE 36th Street (Exit 131)
 - NE 50th Street (Exit 132A)
- Overpass at NE 16th Street
- Underpass at NE Grand Boulevard
- Underpass where E. Frontage Road ties to Bryant Avenue
- Six mainline bridges
 - NE 10th Street (2)
 - NE Grand Boulevard (2)
 - E. Frontage Road (2)



Highway Traffic Volume



- Current Traffic Volume (2019)
 - I-35 carries approximately 77,000 vehicles per day
 - 13% trucks
- Future Traffic Volume (2040)
 - I-35 projected to carry approximately 110,000 vehicles per day
 - 13% trucks

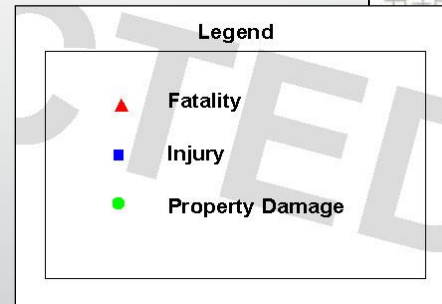


Collision Data

I-35 Mainline and Ramps

2009 to 2019

- 2,292 collisions
- 8 fatality collisions
- 968 injuries

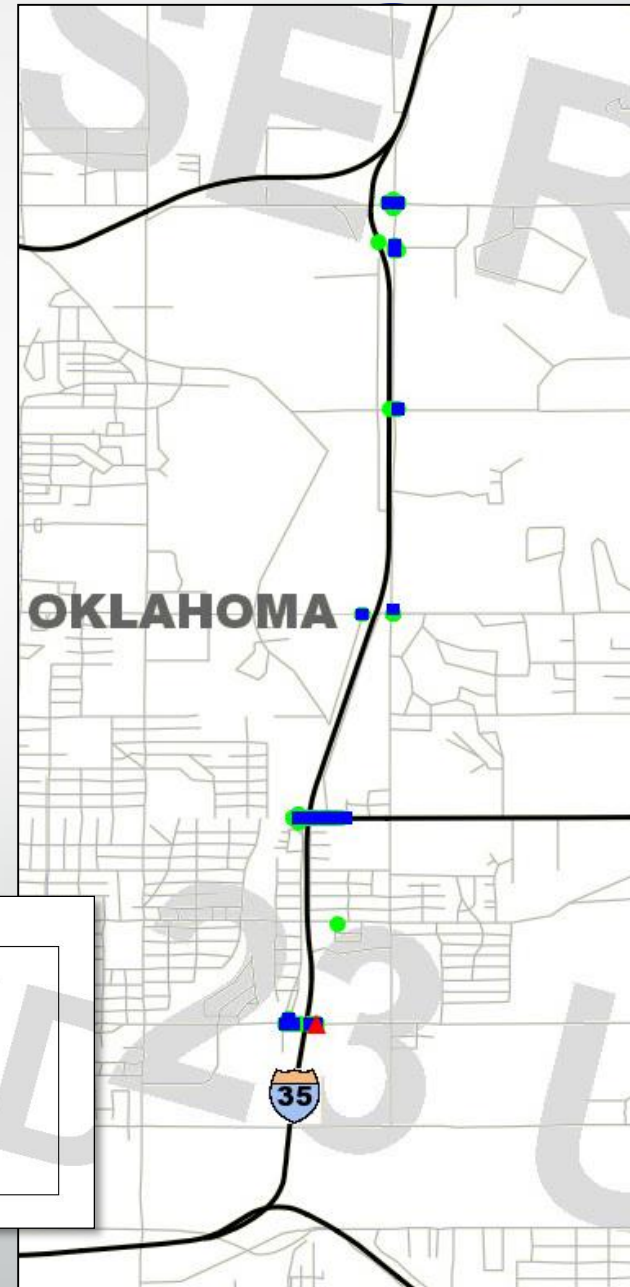
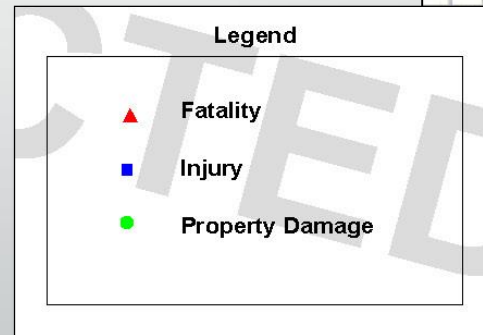


Collision Data

I-35 Frontage Roads

2009 to 2019

- 240 collisions
- 1 fatality collision
- 75 injuries



Environmental Constraints

Completed Study to Identify Existing Constraints in the Project Area, Such As:

- Public Parks and Recreational Areas
- Wildlife or Waterfowl Refuges
- Cemeteries
- Airports
- Cultural Resources
 - Historic Properties/Structures
 - Archaeological Sites
 - Historic Cemeteries
- Potential Contamination Issues
- Railroads
- Residential and Commercial Relocations
- Environmental Justice
- Federal Properties
- Indian and Tribal Ownership
- Natural Resources
 - Threatened and Endangered Species
 - Wetlands
 - Critical Resource Waters
 - Impaired Waters

Constraints Results

Residential and Commercial Relocations

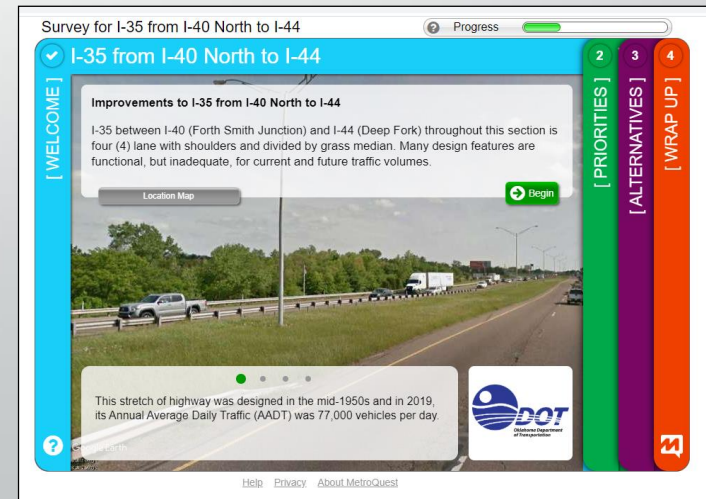
- Dependent on the design option selected.

Environmental Justice (EJ)

- Public Involvement Plan
 - 6 areas with minority population greater than 33%
 - 4 areas with low-income population greater than 38%
 - 1 area with Limited English Proficiency (LEP) population greater than 10 percent.
- ❖ The project will affect Low Income and Minority Populations

Public Outreach

- Door to Door Flyers
 - Handed out 2 weeks before meeting
- Pop-Up Booths
 - Scheduled for February 19, 20,21
 - At Ralph Ellison Library, MetroTech Center Springlake Campus, and James Stewart Golf Course
- Metro-Quest Survey
 - Take Here Tonight
 - On-Line Survey



Constraints Results

US DOT - Section 4(f) Regulations

- FHWA may not approve an action that uses public park and recreation land, or historic properties, when there is a feasible and prudent alternative.
- To reject an avoidance alternative, one must demonstrate that it can't be constructed as a matter of sound engineering practice (not feasible) and that does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property (not prudent).



Constraints Results

US DOT - Section 4(f) Regulations

- If the analysis of avoidance alternatives concludes that there is no feasible and prudent avoidance alternative, then the FHWA may only approve the alternative that causes the least overall harm to the Section 4(f) property.



Constraints Results

- Section 4(f) Properties
 - Parks
 - Douglas Park 1 and 2
 - Edwards Municipal Park
 - Lincoln Park
 - Golf Courses
 - James E. Stewart Golf Course
 - Lincoln Park Golf Course
 - Twin Hills Golf Course (private - not section 4(f))
 - Katy Trail



Constraints Results

- Cultural Resources
 - Section 106 Definition
 - Section 106 of the NHPA requires federal agencies to consider the effects of their projects on historic properties and avoid or minimize those effects. If effects cannot be avoided or minimized, they must be mitigated.



Constraints Results

- Cultural Resources
 - 3 currently listed NRHP or DOE properties
 1. The Walter J. & Francis W. Edwards House
 2. The Edwards Historic District
 3. Edwards Heights Historic District
 - One possible historic district
 - Located North of Edwards Heights / South of NE 23rd
- Edwards Municipal Park
 - May meet age criteria, needs additional evaluation



Constraints Results

- Cultural Resources
 - Structures
 - Many structures with high potential for NRHP eligibility
 - No archaeological sites
 - Based on file review
 - No NRHP eligible bridges or drainage structures



*NRHP – National Register of Historic Places

Constraints Results

- Endangered and Threatened Species

- Interior Least Tern
- Piping Plover
- Red Knot
- Whooping Crane



- Wetland Impacts

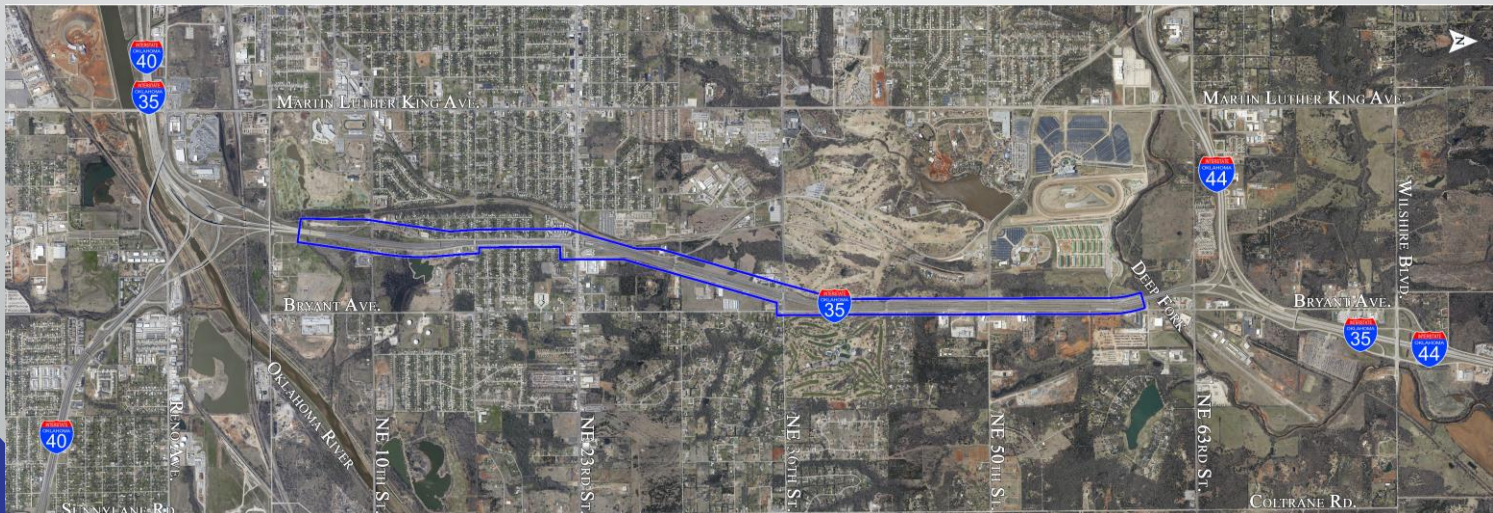
- No potential jurisdictional wetlands within the project area based on desktop data.

- No Critical Habitats, Refuges, Watersheds



Constraints Results

- Potential Contamination Issues
 - Former Dry Cleaners
 - Underground & Above Ground Storage Tanks (UST and AST)
 - Numerous sites along I-35 and interchanges
 - Historic auto stations
 - Known leaking UST sites



Constraints Results

- The Adventure District is located adjacent to I-35 from NE 36th north to I-44 to the east and includes attractions such as:
 - Remington Park
 - Oklahoma City Zoo
 - Zoo Amphitheatre
 - USA Softball Hall of Fame
 - 45th Infantry Museum
 - Oklahoma State Firefighters Museum
 - Science Museum Oklahoma
 - The American Pigeon Museum and Library
 - Racing and Casino
 - Cole's Garden
 - Tinseltown
- Although these properties will unlikely be affected by improvement to I-35, improved operations and access to these locations would be beneficial to the properties and tourism.



Constraints Results

- The Oklahoma Railway Museum operates a rail on the west side of I-35 project area.
- Tribal Property
 - Choctaw Nation owns parcel of land west of project





Design Alternatives



CORBIN LN

OLIVER AVE

GRAVE BLVD

LEXINGTON AVE

LAUREL ST

28th St

RR



EXIT 65

BEDS OF CHAMPIONS

Rain Water Dr

CHANNING RD

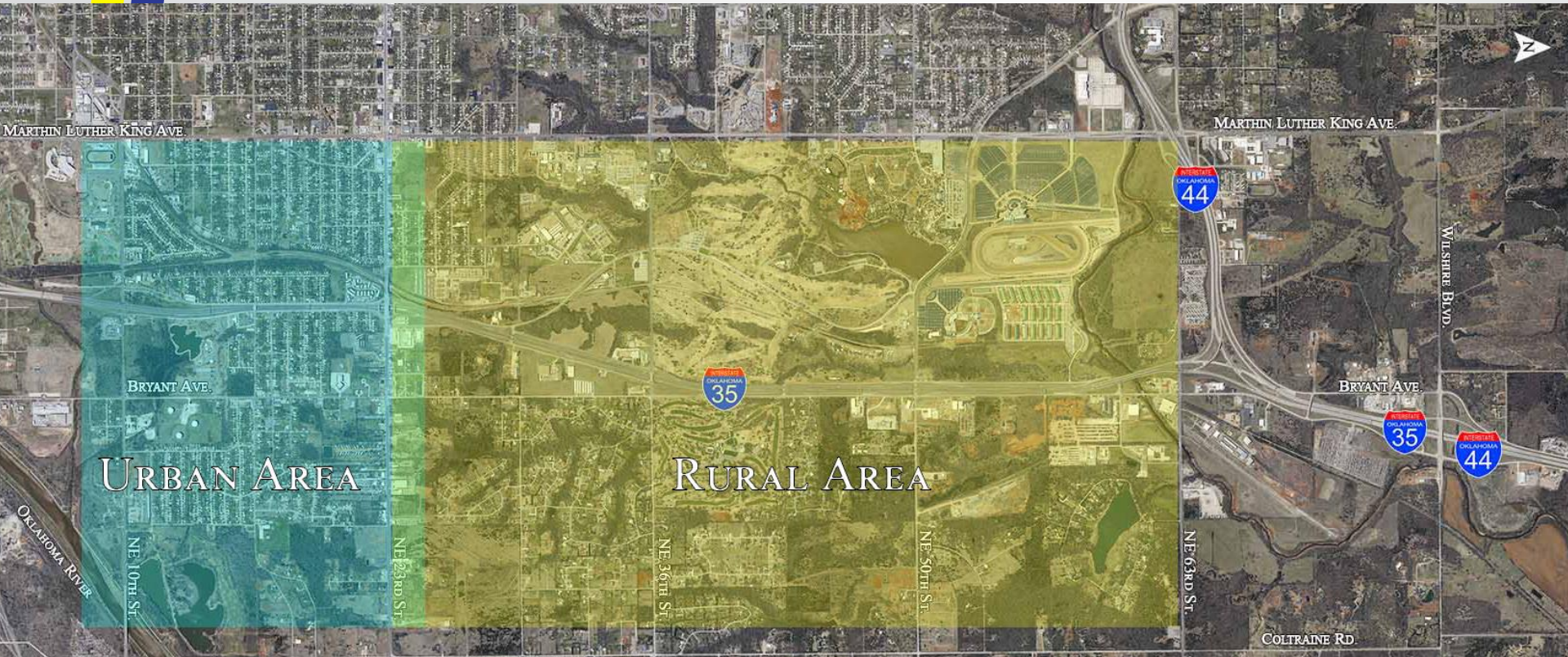
CHAPMAN RD

Norris Dr

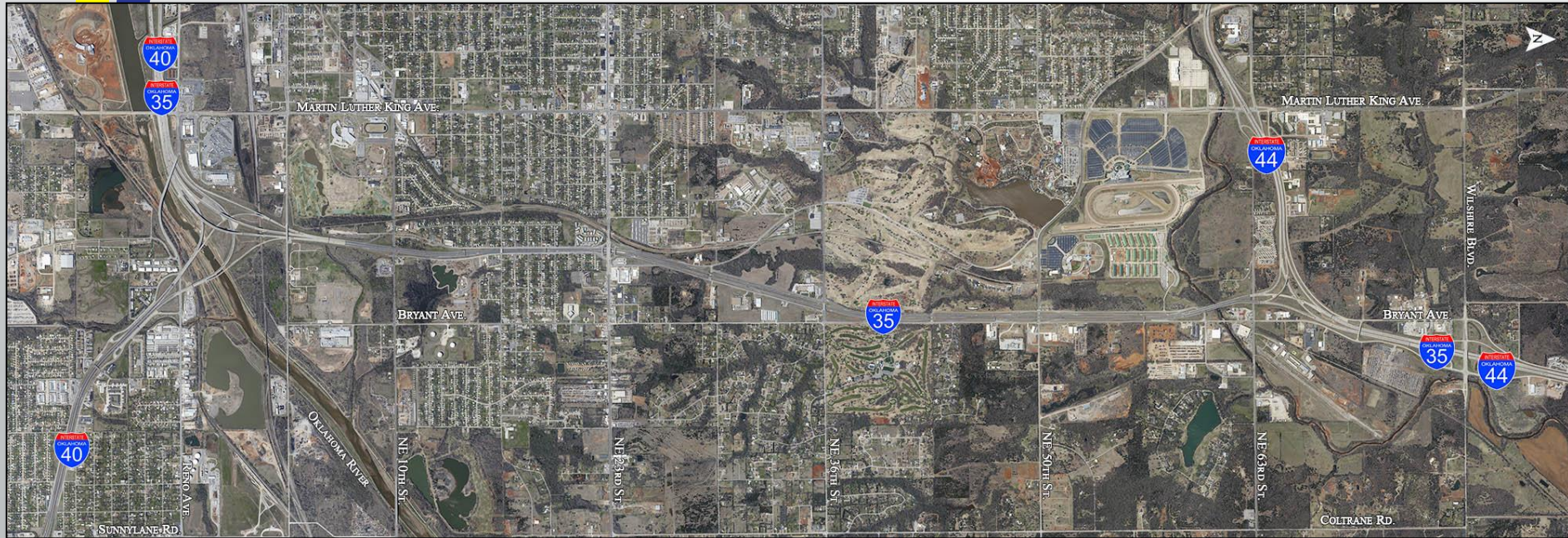
Design Alternatives

- **Design Alternative 1** – No Build
- **Design Alternative 2** – Expanded Footprint;
One-Way Frontage Roads
- **Design Alternative 3** – Existing Footprint;
One-Way Frontage Roads
- **Design Alternative 4** – Expanded Footprint;
Two-Way Frontage Roads

Urban & Rural Areas



Design Alternative No. 1

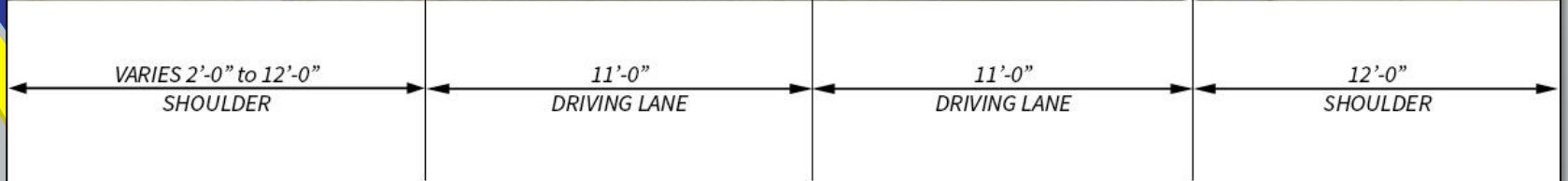


Design Alternative No. 2

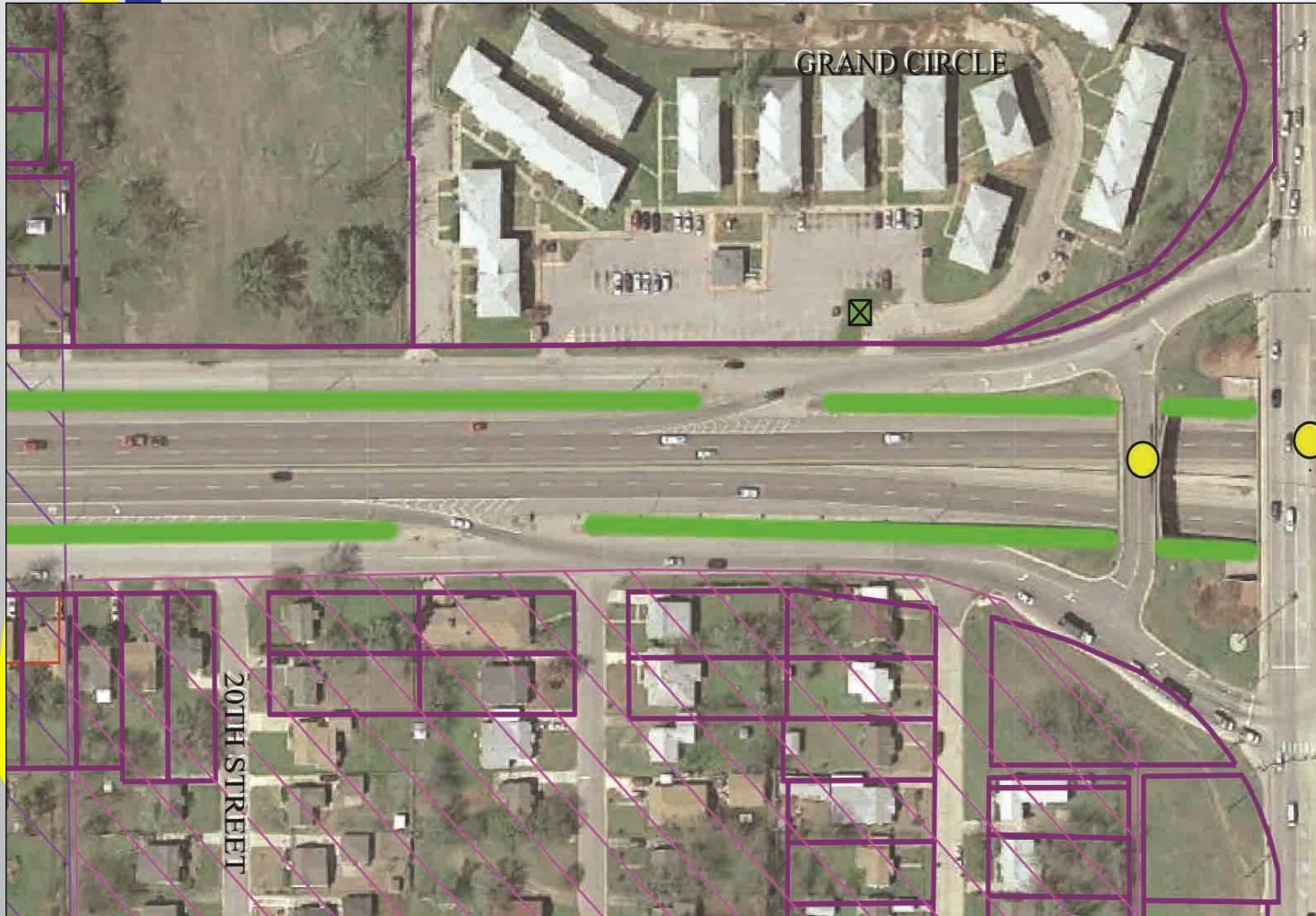


- 3 lanes in each direction on I-35
 - New pavement through corridor
- Expand outside existing footprint
- Correct / improve sight lines
- Complete frontage road system
 - One-way frontage roads

I-35 N Bound at 23rd Street



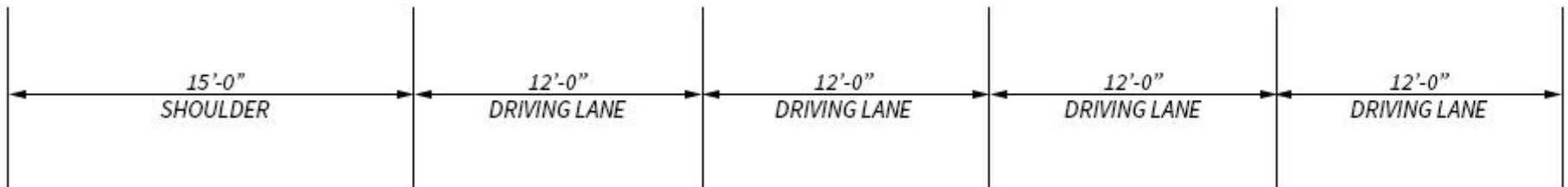
Existing



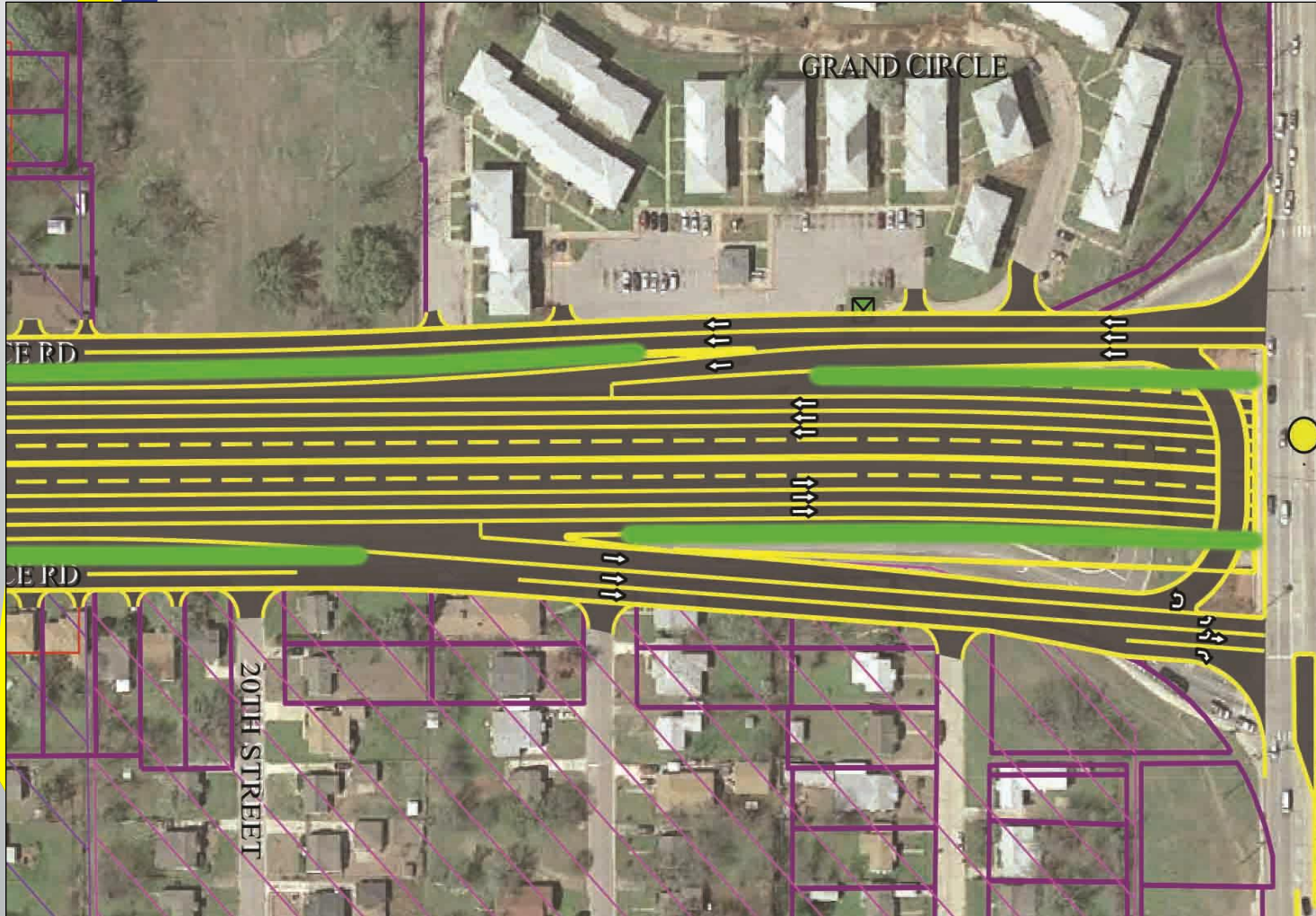
Legend

-  Study Extent
-  Parcels
-  NHRP

Design Alternative No. 2



Proposed

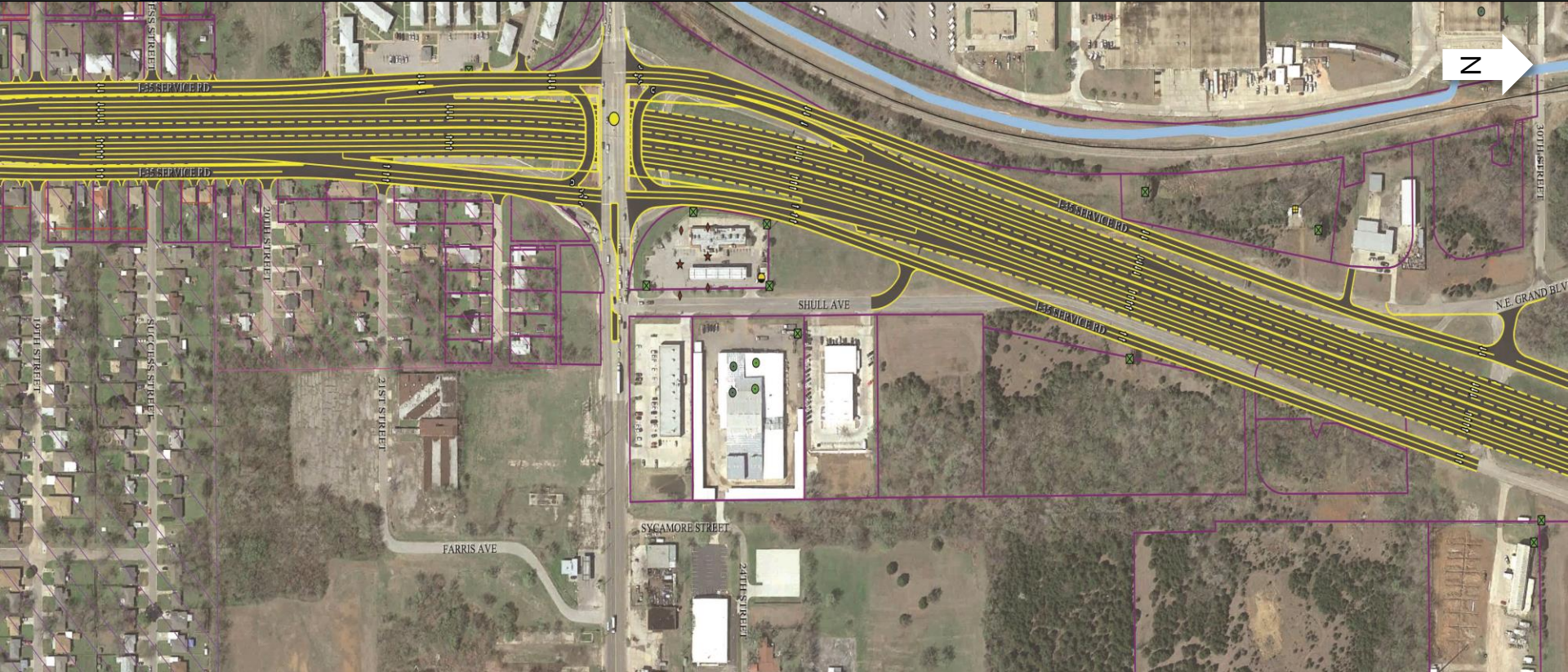


Legend

- Study Extent
- Parcels
- NHRP

Design Alternative No. 2

23rd Street



Legend

-  Study Extent
-  Parcels
-  NHRP

Access Changes

Design Alternative No. 2



- 10th Street
 - On-Ramp to I-35 SB Closed
 - Off-Ramp to 10th Street from NB I-35 Closed
 - Protected Turnaround Added on North
- 23rd Street
 - Protected Turnaround Improved North & South
- Grand Boulevard / 30th Street
 - On-Ramp to I-35 SB Closed
 - Access under I-35 Closed

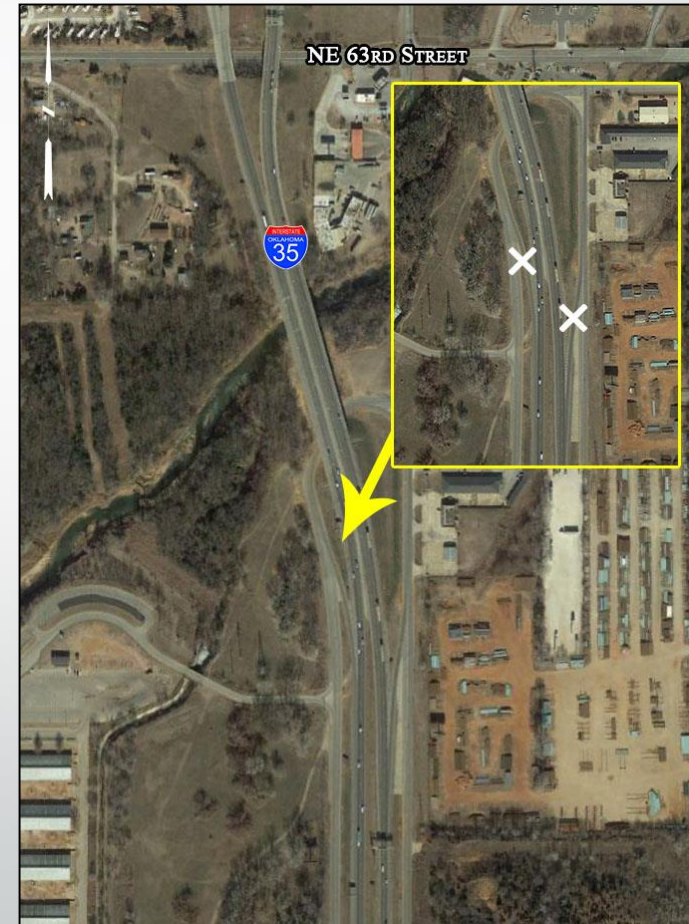


Access Changes

Design Alternative No. 2



- 36th Street
 - Protected Turnaround North & South
- 42nd Street
 - Access Under I-35 Closed
- 50th Street
 - Protected Turnaround North & South
- 63rd Street
 - On-Ramp to I-35 SB Closed
 - Off-Ramp to 63rd Street from NB I-35 Closed

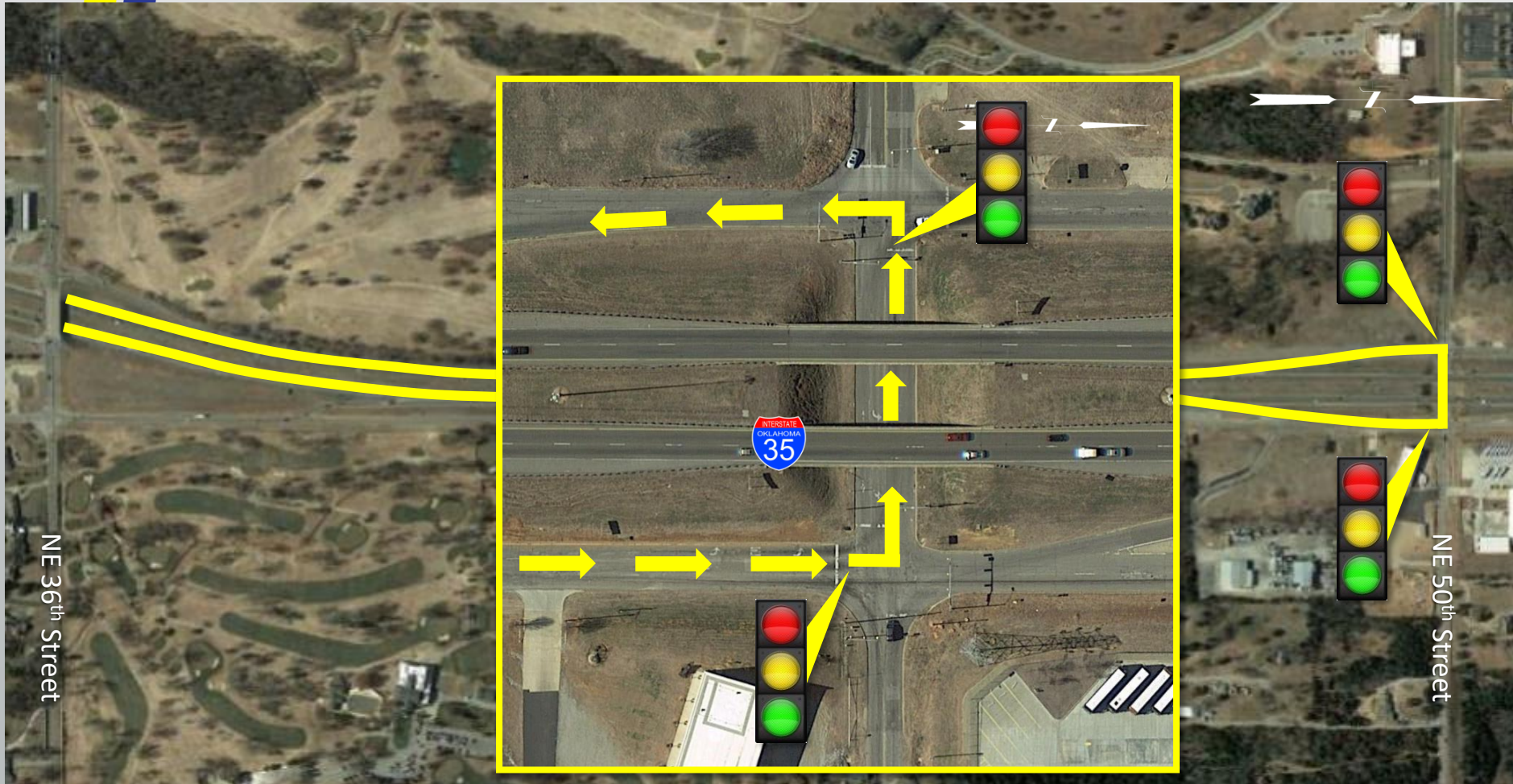


Existing Configuration

Drive Times:

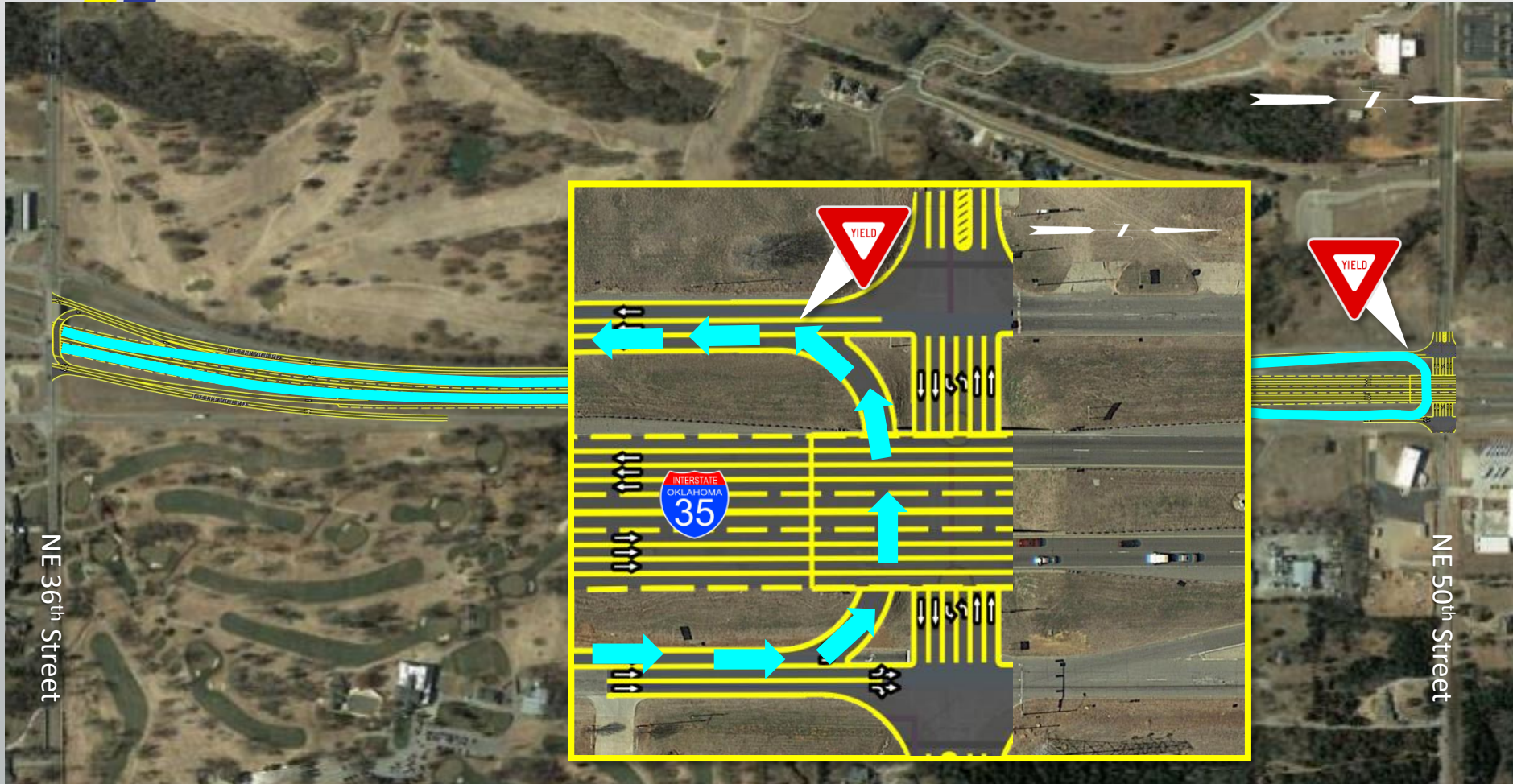
1 Red Light, 1 Yellow Light = 3:40

2 Green Lights = 3:03



Protected Turnaround

Calculated Drive Time: 2:25

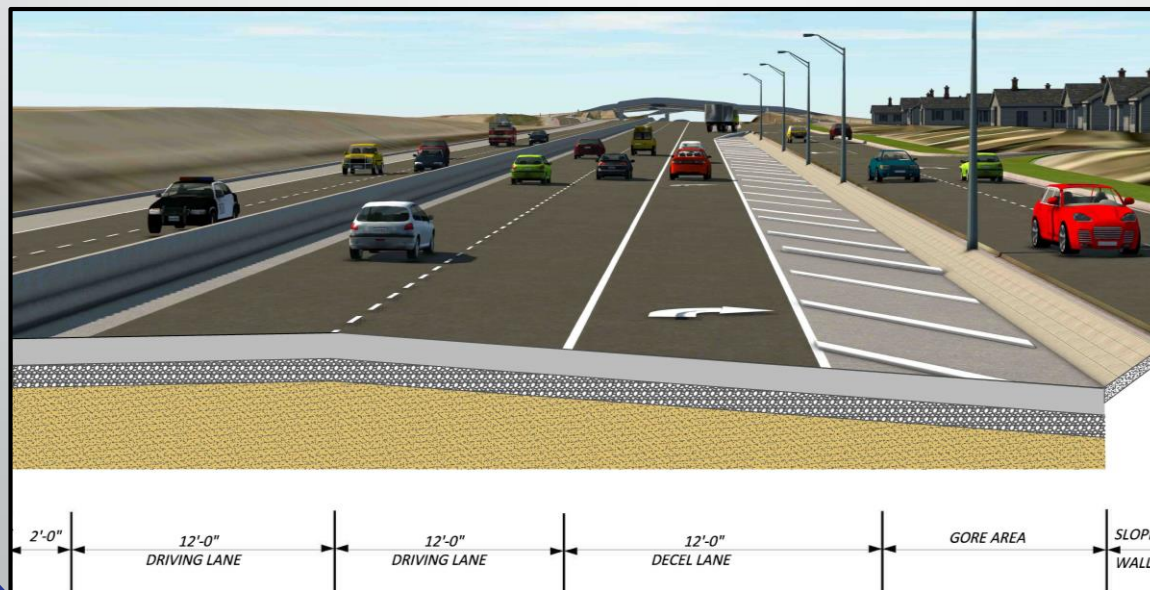
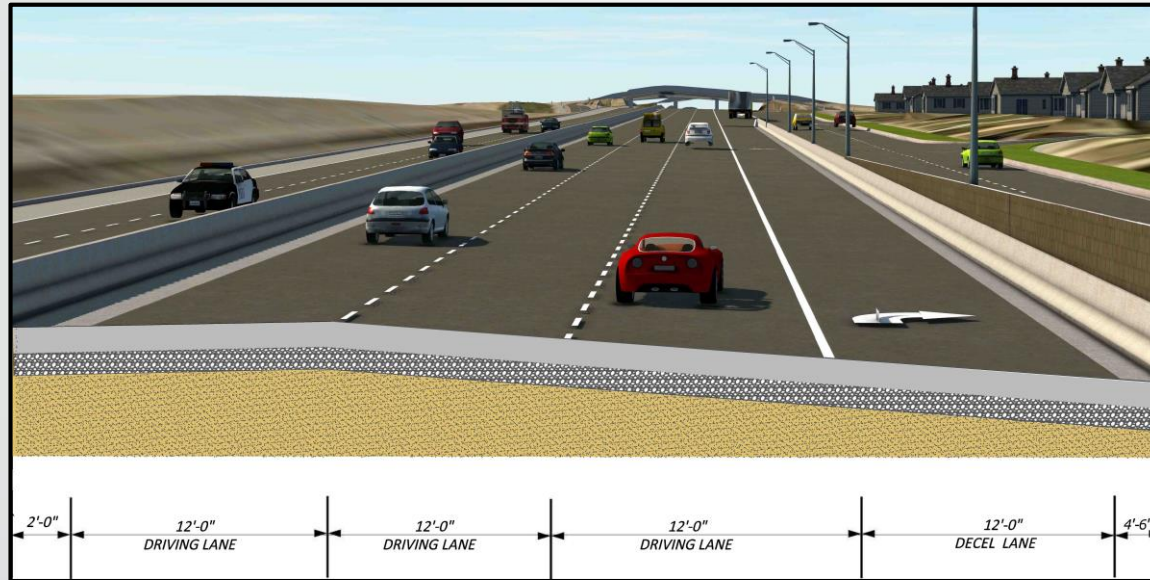


Design Alternative No. 3



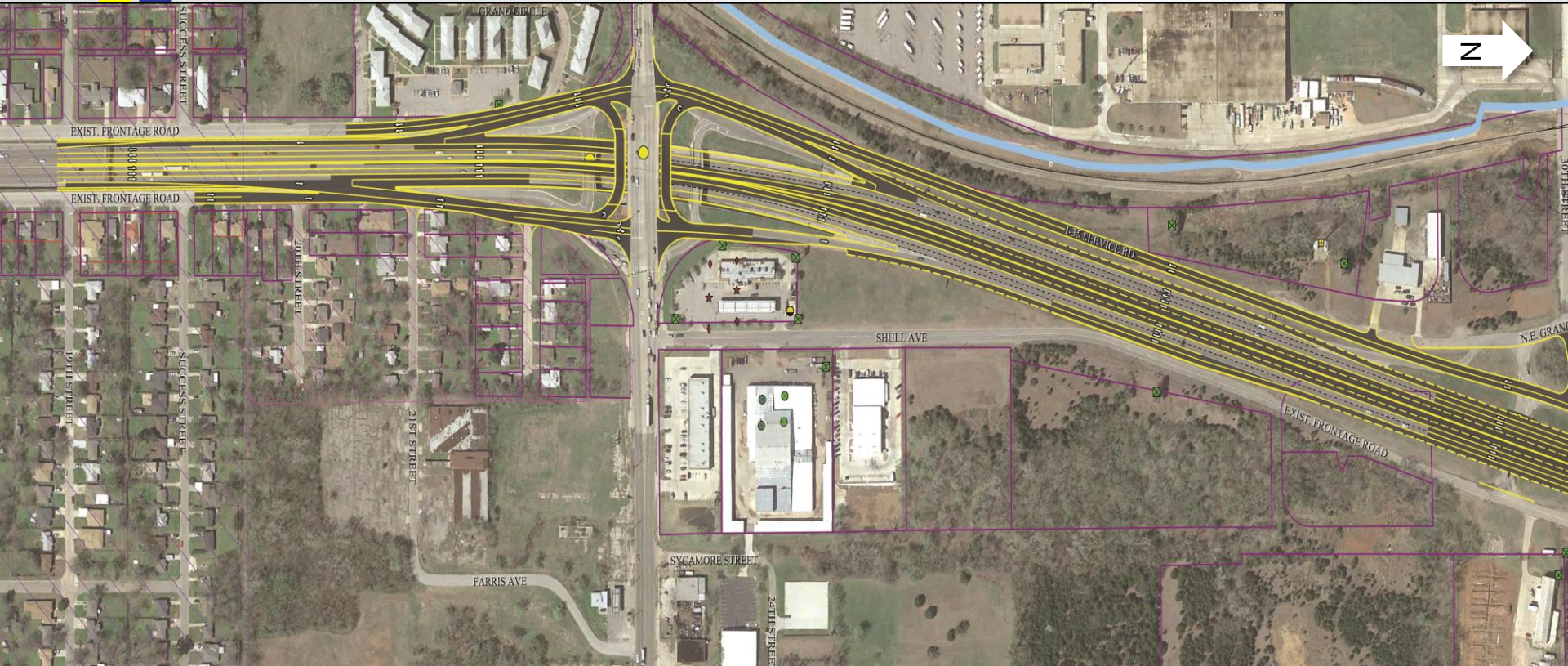
- 3 lanes in each direction on I-35
 - Widen utilizing existing pavement
- Build within existing footprint
 - Few exceptions apply
- No sight line corrections
- Complete frontage road system
 - One-way frontage roads

Design Alternative No. 3



Design Alternative No. 3

23rd Street



Legend

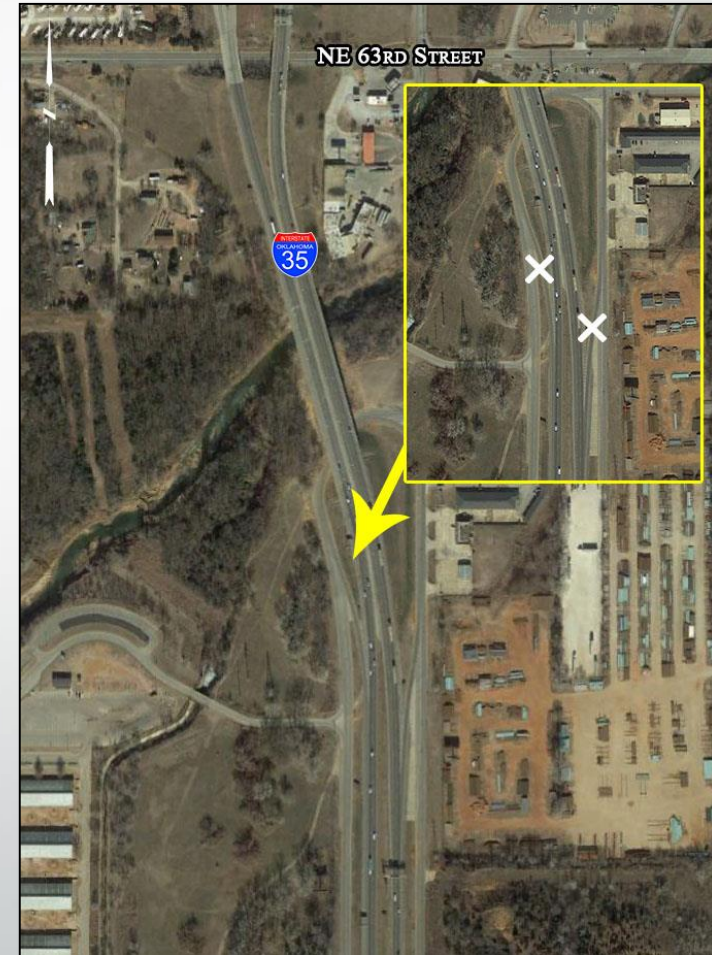
-  Study Extent
-  Parcels
-  NHRP

Access Changes

Design Alternative No. 3



- 23rd Street
 - Protected Turnaround Removed
- Grand Boulevard / 30th Street
 - Access under I-35 Closed
 - On-Ramp to I-35 SB Closed
- 42nd Street
 - Access under I-35 Closed
- 50th Street
 - Protected Turnaround North & South
- 63rd Street
 - On-Ramp to I-35 SB Closed
 - Off-Ramp to 63rd Street from NB I-35 Closed



Design Alternative No. 4



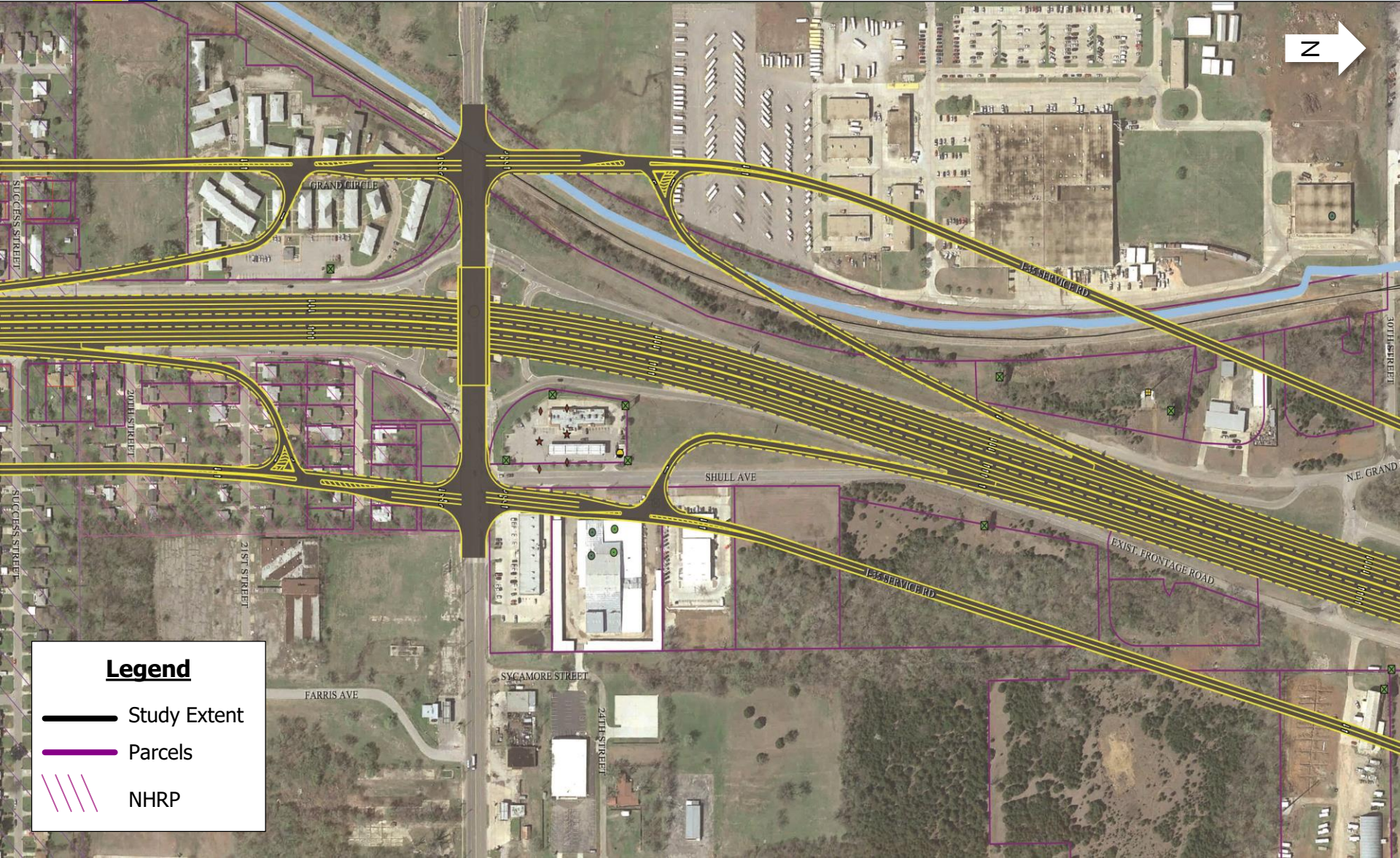
- 3 lanes in each direction on I-35
 - New pavement through corridor
- Expand outside existing footprint
- Correct/improve sight lines
- Complete frontage road system
 - Two-way frontage roads

Design Alternative No. 4



Design Alternative No. 4

23rd Street



Legend

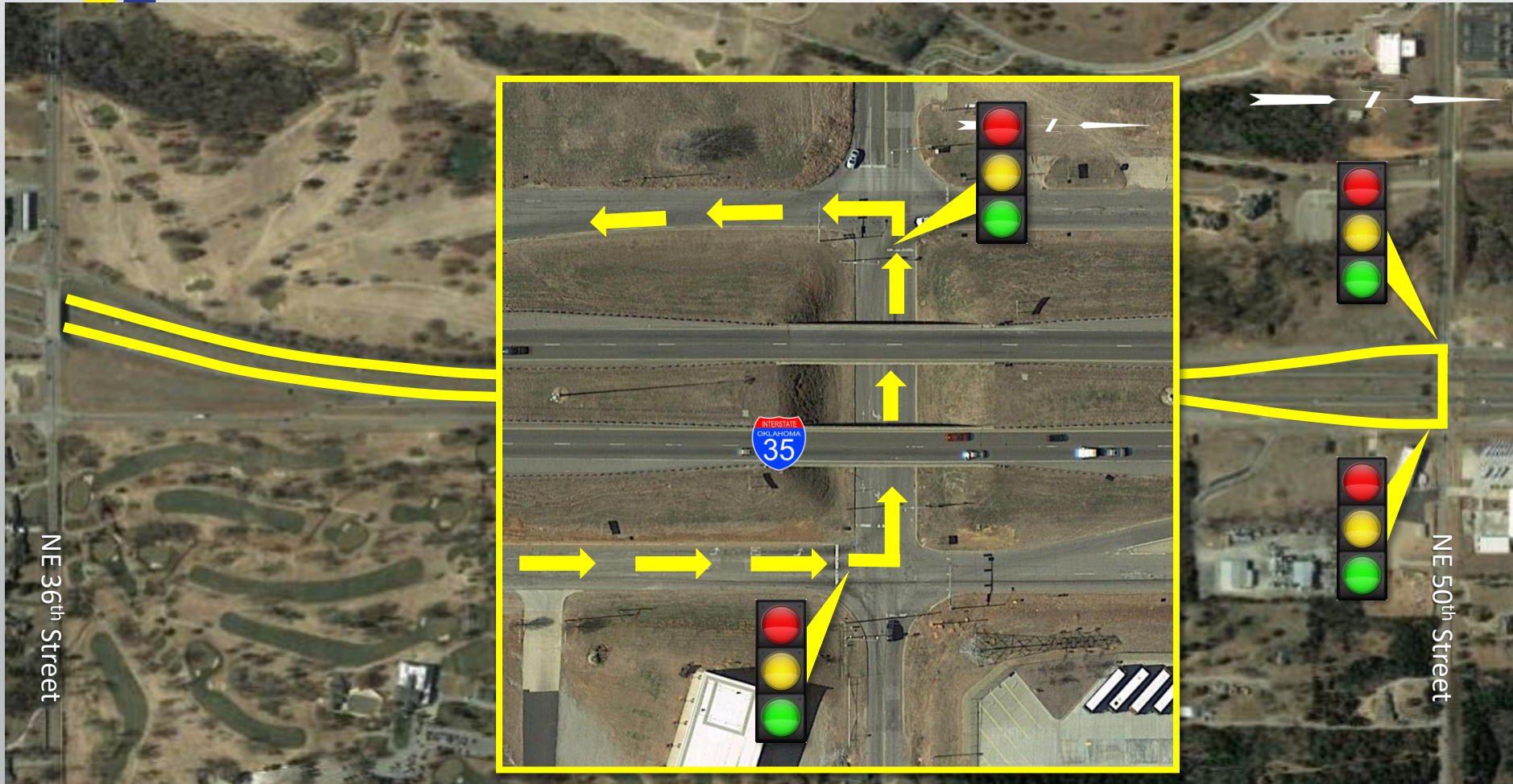
- Study Extent
- Parcels
- NHRP

Existing Configuration

Drive Times:

1 Red Light, 1 Yellow Light = 3:40

2 Green Lights = 3:03

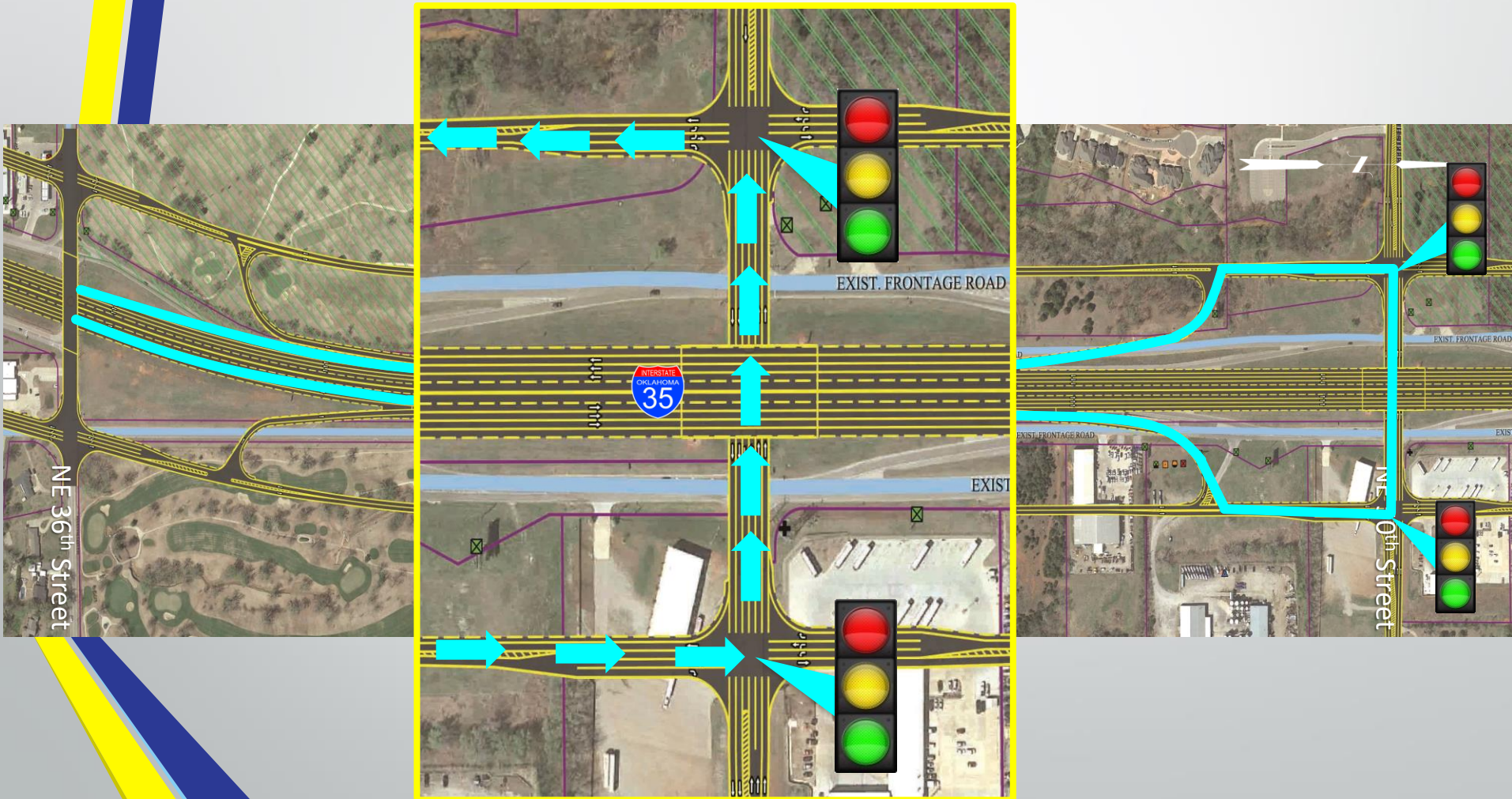


2-Way Frontage Road

Drive Times:

1 Red Light, 1 Yellow Light = 3:56

2 Green Lights = 3:19



Access Changes

Design Alternative No. 4



- 10th Street
 - On-Ramp to I-35 SB Closed
 - Off-Ramp to 10th Street from I-35 NB Closed
- 23rd Street
 - Existing Turnaround North & South Removed
- Grand Boulevard/30th Street
 - On-Ramp to I-35 SB Closed
 - Access under I-35 Closed

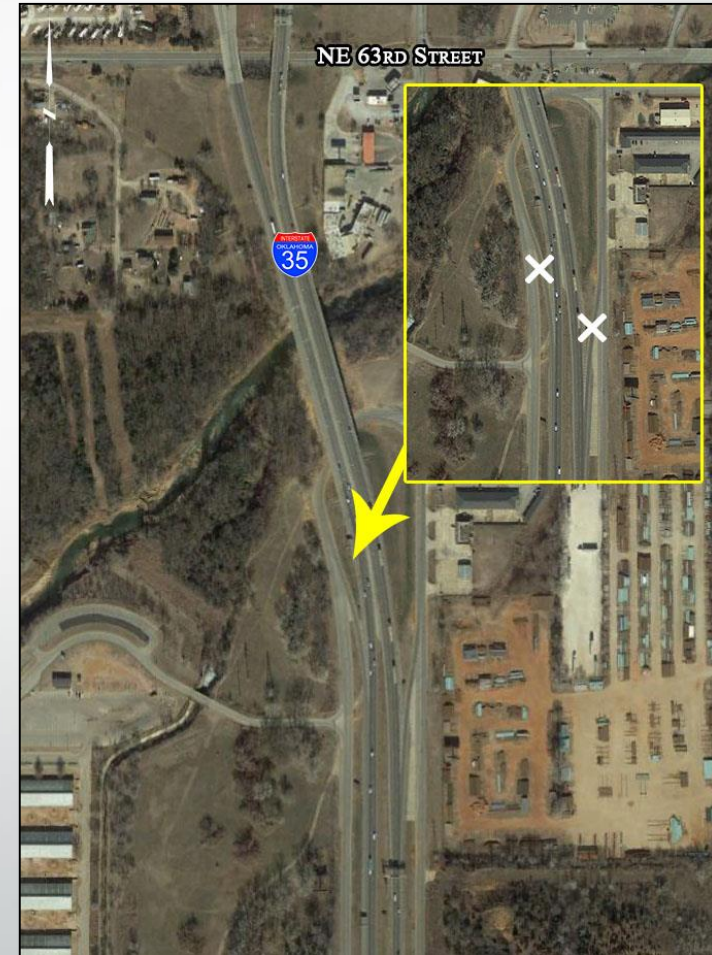


Access Changes

Design Alternative No. 4

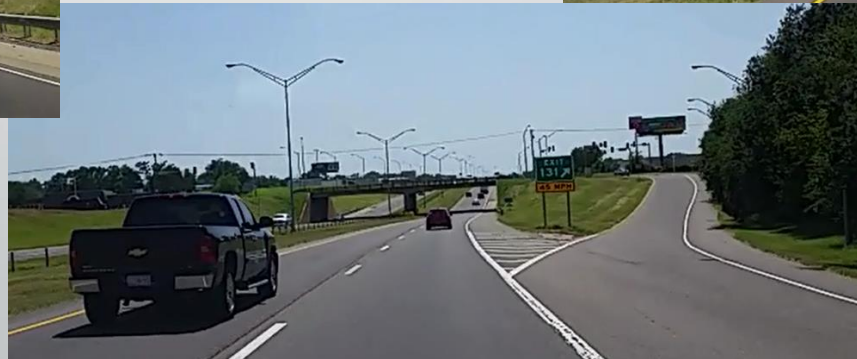


- 42nd Street
 - Access under I-35 Closed
- 63rd Street
 - On-Ramp to I-35 SB Closed
 - Off-Ramp to 63rd Street from NB I-35 Closed



Project Highlights

- 3 lanes in each direction on I-35
- Replacement of At-Risk bridges
- Continuous frontage road system
- Ramp modifications
- Protected turnarounds



Alternatives Matrix

	Safety	ROW Impacts	Drive Time	Cost	Access	4F	Environmental
Alt 1 (No Build)	Red	Green	Yellow	Green	Yellow	Green	Green
Alt 2 (Expanded Footprint)	Green	Yellow	Green	Yellow	Green	Yellow	Yellow
Alt 3 (Exist Footprint)	Yellow	Green	Green	Green	Green	Yellow	Yellow
Alt 4 (Two-Way)	Green	Red	Yellow	Red	Green	Red	Red

Next Steps in the Process

- Review Public Input
- Select Preferred Alternative
- Begin Work on Environmental Studies
- As Funding Becomes Available - Schedule Projects

General Questions & Comments

Do you have any general questions or comments about the information presented?



Submit Your Comments

- Leave your written comments with us tonight.
- Download and submit a comment form at:
www.odot.org/publicmeetings
- Submit your written comments by mail to:
Oklahoma Department of Transportation
Environmental Programs Division
200 NE 21st Street
Oklahoma City, OK 73105
- Email your comments to:
environment@odot.org
- Online survey is available through the project website

**Please submit your comments
by March 18, 2020**



Pop-Up Booths

February 19, 2020, 11am to 2pm
James Stewart Golf Course
824 Frederick Douglas Avenue
Oklahoma City, OK 73117

February 20, 2020, 11am to 2pm
Metro Technology Center, Springlake Campus
1900 Springlake Drive
Oklahoma City, OK 73111

February 21, 2020, 11am to 2pm
Ralph Ellison Library
2000 NE 23rd Street
Oklahoma City, OK 73111