



**OKLAHOMA**  
Transportation

# VIRTUAL PUBLIC MEETING

I-40 Grade, Drain, Bridge, & Surface

From the Oklahoma County Line, east approximately 7.5 miles to US-177 (US-270) in Pottawatomie County

July 24, 2020 – August 14, 2020

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Welcome to the Virtual Public Meeting for the I-40 project in Pottawatomie County that begins at the Oklahoma County line and extends east approximately 7.5 miles to the US-177 interchange. My name is Taylor Barnes and I am with CEC, an engineering company in Oklahoma City working with ODOT on the design of this project.

## PRESENTATION OUTLINE

- Meeting and Project Purpose
- Existing Conditions
- Project Constraints
- Proposed Improvements
- Project Timeline
- Comment Submission



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This presentation will explain the purpose and need for the project. The existing conditions and constraints which have been identified that affect the project will be summarized along with the proposed improvements included in the project and the anticipated schedule. A fly-through animation of the project is also available on this website that you can view for more information.

## PROJECT AREA



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This slide provides a visual aid for the overall project extents. The blue boundary represents the study area that has been established to collect data and identify constraints that are relative to the project. North is toward the top of the page. The project begins at the top left of the aerial image, at the county line, and extends east approximately 7.5 miles to the US-177 interchange shown at the bottom right of the aerial image.

## PURPOSE OF THIS MEETING

- Inform the public and obtain input from the public on the existing conditions and proposed improvements for this section of Interstate 40.
- Outline the Next Steps and Schedule for the Project.
- Comments and information received from the public will be evaluated and incorporated into the project development process.

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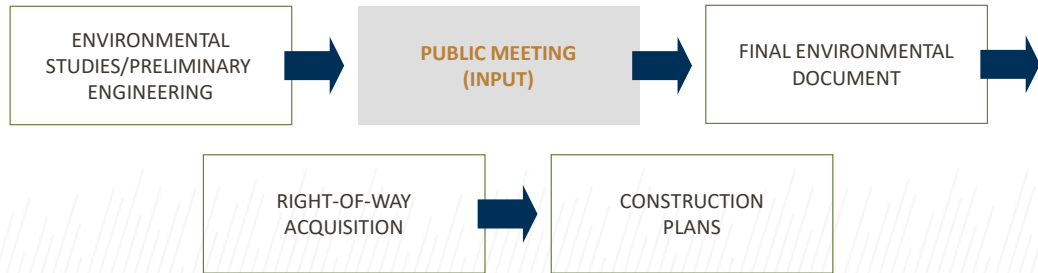


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The purpose of this meeting is to present the project on this section of I-40 to the public and obtain public input for the project as well as information on existing conditions that may be useful in the project development. We will present the next steps in the project development process and the anticipated schedule for construction. We will also explain how to ask questions or make comments on the project.

# PROJECT DEVELOPMENT PROCESS



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This slide shows typical milestones in the project development process. At this time, the environmental studies and preliminary engineering have been completed to the point that we are able to define environmental constraints that may be impacted by the project and we are able to identify areas within the project extents where additional right-of-way will be needed. We are currently in the public involvement phase where we inform the public of the project and receive input. Next, the environmental document will be finalized, and right-of-way will be acquired as the design is finalized for construction.

## TYPICAL ENVIRONMENTAL EVALUATION CRITERIA

- Natural Resources
  - Threatened & Endangered Species
  - Wetlands
  - Critical Water Resources
- Cultural Resources
  - Historic Properties/Structures
  - Archaeological Sites
  - Historic Cemeteries
- Tribal Properties
- Residential & Commercial Relocations
- Environmental Justice
- Hazardous Waste Sites
  - Underground Storage Tanks
  - Oil Wells/Pipelines
- Air Quality
- Utilities Conflicts
- Traffic Noise Impacts

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Thank you, Taylor. My name is Ben Hagood, and I'm an environmental scientist helping conduct the environmental review for the project. Multiple studies and analyses have been performed during the planning and early design phases of the project to consider potential environmental impacts. Typical environmental evaluation criteria include consideration of natural resources (like waterbodies and protected wildlife), cultural resources (like historic properties or structures), tribal properties, residential and commercial relocations, environmental justice, hazardous or contaminated waste sites, air quality, utilities conflicts, and traffic noise impacts. In the next few slides, I'm going to summarize noteworthy findings of various environmental evaluations.

## NOTEWORTHY ENVIRONMENTAL STUDY FINDINGS

### Waterways & Wetlands

- Project includes crossing the North Canadian River, North Deer Creek, and multiple unnamed streams
- Avoidance and minimization measures will be implemented, and stream crossings can be permitted by the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act
- No impact to wetlands



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Regarding protected waterbodies and wetlands, environmental scientists conducted pedestrian surveys of the project area. The proposed project crosses multiple unnamed streams, North Deer Creek, and the North Canadian River. This photograph shows a typical sandy bank of the North Canadian River. No wetlands were identified within the proposed project area. The proposed stream and river crossings will incorporate water quality protection best management practices to minimize erosion and the release of sediment into waterbodies. As proposed, the project can be authorized under Section 404 of the Clean Water Act with a Nationwide General Permit by the U.S. Army Corps of Engineers. No significant permanent adverse impacts to streams, rivers, or wetlands are expected.

## NOTEWORTHY ENVIRONMENTAL STUDY FINDINGS

### Hazardous Materials Assessment

- Environmental Site Assessment was conducted
- No areas were identified that pose a significant environmental risk to the proposed project

### Cultural Resources Survey

- No artifacts/cultural materials found
- Dale Cemetery is adjacent to project but would not be impacted

### Protected Species

- Threatened and Endangered Species habitat surveys were conducted
- Coordinated with U.S. Fish and Wildlife Service
- Avoidance and minimization measures will be implemented, and no significant impacts to protected species are expected



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An Environmental Site Assessment was conducted to determine the potential impact from hazardous materials or contaminants. No areas were identified that pose a significant environmental risk to the proposed project. A cultural resources survey was conducted, which considers the potential to impact significant historic and archaeological resources. No significant cultural artifacts or materials were found during the survey. One cemetery named Dale Cemetery was identified adjacent to the project area. Dale Cemetery is proposed to be avoided, so no impacts to the cemetery are expected. A biological survey was conducted to consider potential impacts to protected species and their habitat. Following the survey, we coordinated with the U.S. Fish and Wildlife Service. Similar to what is proposed at waterbodies, different avoidance and minimization measures and best practices will be implemented (like timing certain construction activities during non-breeding seasons). As such, no significant impacts to protect species are expected.



# NOTEWORTHY ENVIRONMENTAL STUDY FINDINGS

## Noise Analysis

- Traffic Noise Study completed according to FHWA/ODOT policies and procedures
- Results of the analysis indicated that noise barrier walls ranging up to the maximum of 22 feet were not feasible and/or reasonable in accordance with ODOT noise policy for noise walls
- Noise barriers are not required as part of the proposed project

## Environmental Justice

- No disproportionate impacts to disenfranchised (low-income or minority) communities were identified
- No property relocations are proposed for this project



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A traffic noise analysis, including modeling of traffic noise within the project extents, has been conducted. Federal Highway Administration's Traffic Noise Model Version 2.5 was utilized to model existing and future conditions. This slide shows a screenshot depicting modeled noise receivers near the western limits of the project. Results of the analysis indicated that noise barrier walls, ranging up to a maximum height of 22 feet, were not feasible and/or reasonable in accordance with ODOT noise policy for noise walls. As such, noise barriers are not required as part of the proposed project. Regarding environmental justice considerations, an environmental justice screening review was conducted, and no traditionally disenfranchised communities (like low-income or minority communities) were identified that would be disproportionately impacted by the proposed project. Additionally, no property relocations are proposed. With that, I'll hand it back to you Taylor.

## EXISTING CONDITIONS

Original Construction Completed early 1960's

- 1955 vehicles per day = 5,025
- 1975 vehicles per day = 12,500

Roadway Pavement in Fair Condition

Bridges

- 2 Functionally Obsolete – Narrow Lanes
  - Blackberry Road (NS-333) over I-40
  - Stevens Road (NS-333) over I-40
- 3 Load Posted
  - Fishmarket Road (NS-330) over I-40
  - Blackberry Road (NS-333) over I-40
  - Stevens Road (NS-333) over I-40



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Construction of this section of I-40 was completed in the early 1960's. The design was based on a 1975 design traffic volume of 12,500 vehicles per day, which is much lower than this section carries today. The existing pavement is in fair condition and there are two functionally obsolete bridges and three load posted bridges in the project extents that carry local roads over I-40.

## EXISTING CONDITIONS

### Current Traffic Demands

- I-40 Mainline
  - 2019 Data: 40,000 vehicles per day with 20% Trucks
  - 2050 Projection: 67,280 vehicles per day with 20% Trucks
- SH-102 North (McLoud Road) Interchange
  - 2019 Data: 5,300 vehicles per day with 19% Trucks
  - 2050 Projections: 9,410 vehicles per day with 10% Trucks
- Arena Road over I-40
  - 2019 Data: 30 vehicles per day
- Blackberry Dr./Stevens Road over I-40
  - 2019 Data: 30 vehicles per day

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The traffic volumes that are carried by this section of I-40 are much higher than the original design was based on. Traffic data collected in 2019 shows that this section of I-40 carries approximately 40,000 vehicles per day. Trucks account for approximately 20% of those volumes. Traffic volumes are projected to increase in the future, resulting in increased congestion. The traffic data collected also shows that the traffic on Arena Rd. and Blackberry Dr./Stevens Rd., local roads over I-40, are small at approximately 30 vehicles per day.

# EXISTING CONDITIONS

## Accident History

July 2010 to July 2020

- 606 Accidents
  - 10 Fatalities
- Top 3 categories
  - Fixed Object: 260 (42.9%)
  - Rear-End: 148 (24.4%)
  - Sideswipe Same Direction: 83 (13.7%)



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The ten-year accident history shows there has been 606 accidents recorded within this corridor. Ten of those accidents were fatalities. The top three categories were collisions with fixed objects, vehicles involved in rear-end collisions, and vehicles moving in the same direction involved in sideswipe accidents.

## PROJECT PURPOSE

- Increase Traffic Capacity of I-40
- Extend Existing Pavement Service Life
- Replace Deteriorated Bridges

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The purpose of the proposed project is to increase the traffic carrying capacity of I-40, extend the service life of the existing pavement, and replace deteriorated bridges.

## PROPOSED PROJECT

Continuation of I-40 Corridor Widening from Oklahoma City to Shawnee

- I-40 – Divided 6 Lane Facility
  - Build on existing alignment
  - Widen to outside of existing pavement in areas of existing narrow median (40' wide)
  - Widen to inside of existing pavement in areas of wide median (more than 40' wide)
  - Paved Shoulders
    - 12' wide inside and 10' wide outside



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The project will increase the capacity of I-40 by adding one travel lane in each direction. In areas of the existing narrow median width of 40 feet, the additional lane will be added to the outside of the existing lanes to maintain the existing median width. The additional lane will be added to the inside of the existing pavement in areas of wide median in order to minimize the new right-of-way needed. Each direction of I-40 will have paved shoulders with widths of 12 feet for the inside shoulders and 10 feet for the outside shoulders.

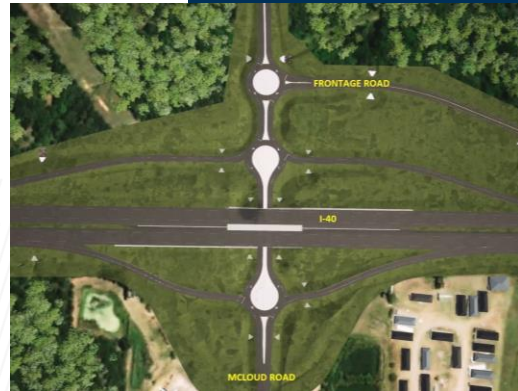
## PROPOSED PROJECT

### SH-102 North (McCloud Road) Interchange

- Provide additional acceleration/deceleration length at ramp connections to I-40
- Ramp realignments to improve traffic safety and operations
- Roundabouts at ramp and frontage road intersections with McCloud Road

### Construction of New Frontage Road

- North side of I-40 connecting SH-102 North to SH-102 South
- Local traffic circulation



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The I-40 & SH-102 North (McCloud Rd) interchange will be reconstructed as part of this project. The interchange ramps will provide additional acceleration and deceleration lengths for entering and exiting I-40 and the ramps on the south side of I-40 will be realigned to remove sharp curves. A Roundabout will be built at each of the interchange ramp intersections with McCloud Rd and one additional roundabout will be built at the intersection of a new frontage road with McCloud Rd to the north of I-40. A new frontage road is included along the north side of I-40 from McCloud Rd east to the casino property to help circulate local traffic.

## PROPOSED PROJECT

### Reconstruction of Local Road Bridges Over I-40

- Fishmarket Road (NS-330)
- Bethel Road (NS-336)

### Removal of Local Road Bridges Over I-40

- Arena Road (NS-331)
- Blackberry Dr./Stevens Rd (NS-333)



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There are four local road crossings over I-40 within the project extents. From west to east those are Fishmarket Rd, Arena Rd, Blackberry Dr/Stevens Rd, and Bethel Rd. The bridges that carry Fishmarket Rd and Bethel Rd over I-40 will be reconstructed. The bridges that carry Arena Rd. and Blackberry Dr/Stevens Rd. will be removed and will not be reconstructed. The low traffic volumes at Arena Rd. and Blackberry Dr/Stevens Rd. that were noted earlier in the presentation support the removal of these bridges and the re-direction of traffic to the adjacent local roads.



## DURING CONSTRUCTION

### I-40

- Maintain two lanes of traffic each direction during construction
- Opportunities to speed construction with night-time work and lane reductions will be considered.

### Local Roads

- Close Fishmarket and Bethel Roads to reconstruct bridges and approach roadways.
- Maintain access on Arena Road and Stevens/Blackberry Road during reconstruction of bridges at Fishmarket Road and Bethel Road
- Short duration closure of McLoud Road for bridge removal and new beam placement

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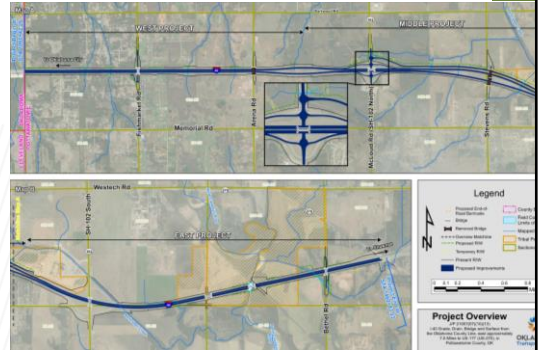
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During construction, two lanes of traffic will be maintained in each direction of I-40, except for short duration temporary lane closures during night or non-peak travel times. Night-time work and lane reductions may be utilized in order to speed construction. Fishmarket Rd and Bethel Rd will be closed to through traffic to reconstruct those bridges and approach roadway. Traffic will be detoured to the adjacent local roads during reconstruction of those bridges. Short duration closures of McLoud Rd are anticipated for removal of the existing bridges carrying I-40 over McLoud Rd and to place beams for the new bridge.

# PROJECT TIMELINE

- ODOT 8 Year Construction Work Plan
  - Middle Project through the SH-102 North (McLoud Road) Interchange, east approximately 2.2 miles
    - Begin construction in 2022
  - West Project from the Oklahoma County Line, east approximately 2.5 miles
    - Begin construction in 2023
  - East Project through the SH-102 South Interchange, east 2.7 miles to US-177
    - Begin construction in 2026
- \$77 million currently programmed for construction
- Will have additional right-of-way to acquire and utilities to relocate



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There are three separate projects included in the ODOT 8 Year Construction Plan to complete the work planned for this corridor. The first project to be built will be the middle of the three projects, which begins approximately ½ mile west of the SH-102 North/McLoud Rd interchange and extends east approximately 2.2 miles to a location west of the SH-102 South interchange. This project is scheduled to begin construction in 2022. The next project in the plan is the west project which begins at the Pottawatomie/Oklahoma County Line and extends east approximately 2.5 miles. This project is scheduled to begin construction in 2023. The project at the east end of the corridor, from the SH-102 South Interchange east approximately 2.7 miles to the US-177 interchange is planned to be the last project built in 2026. The 8 year plan has \$77 million included for these three projects and the acquisition of additional right-of-way and the relocation of utilities to clear construction is anticipated.

## NEXT STEPS

- Receive comments from public
- Finalize environmental document
- Right-of-way acquisition and utility relocation
- Final design & construction

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This slide shows the next steps to complete the project. We ask that you submit your comments by August 14<sup>th</sup>, 2020 so we can incorporate your feedback and finalize the design plans. If your property is affected by the project, you can expect to hear from ODOT right-of-way agents in the near future. Please view the 3D fly-through animation available with this presentation to see more information on the proposed project.

# SUBMIT YOUR COMMENTS

- Download and submit a comment form at:  
[www.odot.org/publicmeetings](http://www.odot.org/publicmeetings)
- Submit your written comments by mail to:  
Oklahoma Department of Transportation  
Environmental Programs Division  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105
- Email your comments to: [environment@odot.org](mailto:environment@odot.org)
- Comments due by August 14, 2020

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Thank you for participating in this virtual public meeting. Please submit your comments on the comment form you received in the mail or that is available on ODOT's website with the other information provided for this project. You can mail your comments to the ODOT Environmental Programs Division at the address provided, or you can email them to [environment@odot.org](mailto:environment@odot.org).