

PROJECT INFORMATION SUMMARY

- Total Programmed Estimated Cost of this project: **\$24.9 Million**
- Right-of-Way & Utility Relocation: **2022**
- Construction programmed to start in: **2023**
- Current Annual Average Daily Traffic (AADT) in year 2021: 81,500 **Vehicles per day** (I-35)
- Future Estimated AADT by year 2050: 128,000 **Vehicles per day** (I-35)
- Current Annual Average Daily Traffic (AADT) in year 2021: 34,690 **Vehicles per day** (SH-9W)
- Future Estimated AADT by year 2050: 58,900 **Vehicles per day** (SH-9W)
- Highway will remain open to traffic at all times during construction

*Totals DO NOT include Toll Roads

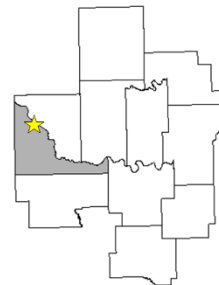
DISTRICT 3 ENGINEER: RON BROWN, P.E.

**Totals DO NOT include County Bridges

Total Road Miles:
1,791.65

***Total Interstate Miles:**
163.67

****Total Bridges:**
933

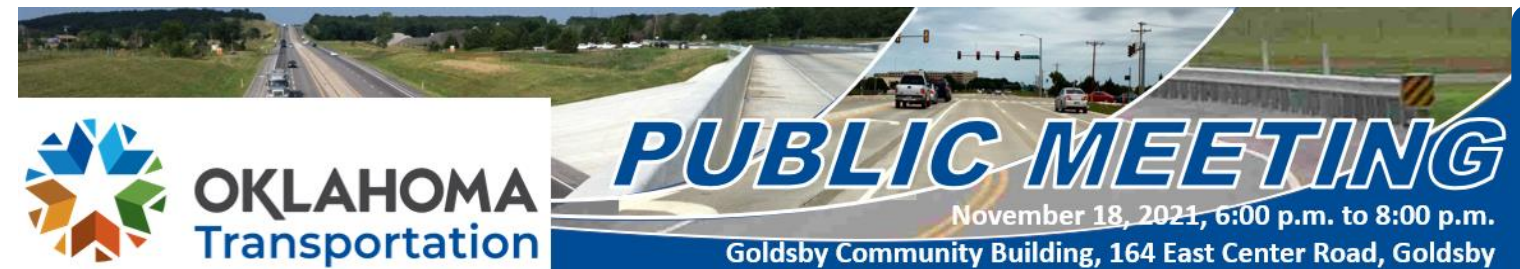


Counties: Cleveland, Coal, Garvin, Hughes, Johnston, Lincoln, McClain, Okfuskee, Pontotoc, Pottawatomie, and Seminole

PLEASE PROVIDE YOUR COMMENTS BY DECEMBER 9, 2021

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

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



I-35 and SH-9W Interchange McClain County: JP 19314(04)



Public Meeting

The Oklahoma Department of Transportation will host a public meeting to present four (4) improvement alternatives for the I-35 and SH-9W interchange in McClain County. The meeting will feature a presentation explaining the purpose and need for the improvements, history of the project, and details of the four interchange improvement alternatives under consideration. A question-and-answer session will be held after the presentation. Upon conclusion of the formal meeting, design staff will be present to meet informally with the public and answer any further questions. The public's comments are requested by December 9, 2021.



Purpose

The purpose of the proposed improvements is to address increases in traffic volumes and localized congestion by improving the operation of the interchange. After the meeting, the public may view the four (4) interchange alternatives on the ODOT meeting website and see additional information about the project.



Join

Due to ongoing concerns about COVID-19, ODOT will, in addition to hosting a public meeting, post project information and a recording of the presentation after the meeting at www.odot.org/publicmeetings.

November 1, 2021

Dear Stakeholders, Property Owners, and Utility Owners:

Re: I-35 and SH-9W Interchange, McClain County, Oklahoma, State Job Piece: J/P No. 19314(04),
Project No.: J1-9314(004)

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA), is proposing improvements to the I-35 and SH-9W interchange in McClain County, Oklahoma. The existing interchange is a partial cloverleaf interchange with diamond ramps on the west side of I-35, a loop ramp and a diamond ramp in the southeast quadrant, and a free-flow ramp in the northeast quadrant. The purpose of the proposed improvements is to address increases in traffic volumes and localized congestion by improving the operation of the interchange. ODOT recently studied several alternatives to improve the I-35/SH-9W interchange while taking into consideration operation improvements, safety, construction cost, right-of-way requirements, and environmental constraints.

ODOT will host a public meeting from **6:00 p.m. to 8:00 p.m. on November 18, 2021**, in the Goldsby Community Building at 164 East Center Road, Goldsby, OK. The purpose of the public meeting is to present four (4) interchange improvement alternatives, obtain the public's input regarding the alternatives, and also obtain information from the public to further assist ODOT in the identification of critical social, economic and environmental effects that may result from the project. Due to ongoing concerns about COVID-19, ODOT will, in addition to hosting a public meeting, post project information and a recording of the presentation after the meeting at www.odot.org/publicmeetings. If you are leasing this property, please notify your lessee of this public meeting.

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 Interim Division Manager

JB/AA/TEIM/MB

Enclosures: Interchange Alternative Graphics (4) and Comment Form

Cc: Project Management Division
Field District Engineer

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 Background

The Oklahoma Department of Transportation (ODOT), in cooperation with Federal Highway Agency (FHWA), is soliciting comments on possible improvements to the I-35 and SH-9W interchange in McClain County, Oklahoma.

The existing I-35 and SH-9W interchange is a partial cloverleaf with diamond ramps on the west side of I-35 for southbound I-35 traffic exiting to SH-9W and for SH-9W traffic entering to southbound I-35. The southeast quadrant of the interchange contains a loop ramp for eastbound SH-9W traffic headed to northbound I-35 and an exit ramp for northbound I-35 traffic destined to SH-9W. The northeast quadrant of the interchange contains a free-flow ramp for westbound SH-9W traffic headed to northbound I-35.

The SH-9W bridge over I-35 is two driving lanes with additional turn lanes, 80-ft wide with a sufficiency rating of 84.6. The current annual average daily traffic (AADT) on SH-9W is 34,690 vehicles per day (vpd) and is projected to increase to 58,900 vpd by the year 2050.

I-35 north of SH-9W is a four-lane divided urban interstate with a 30-ft wide paved median with concrete barrier, 12-ft wide driving lanes, 10-ft wide inside shoulders, and 10-ft wide outside shoulders. South of SH-9W, the median transitions to a 30-ft wide grass median with cable barrier and 3-ft to 4-ft wide shoulders. The current AADT on I-35 is 81,500 vehicles per day (vpd) and is projected to increase to 128,000 vpd by the year 2050.

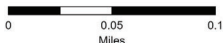
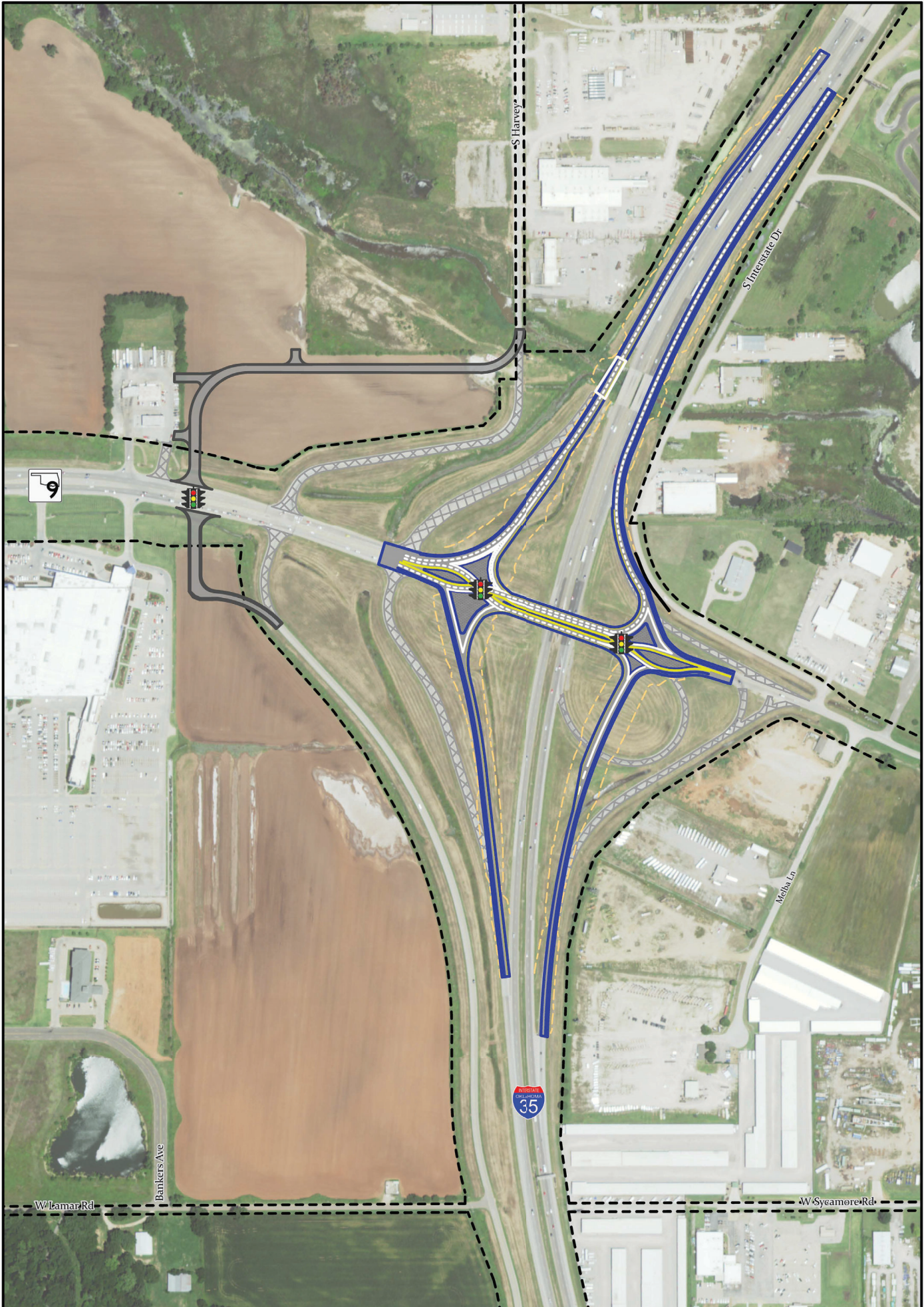
Project Description





Four (4) interchange alternatives have been identified for consideration:

- Alternative 2A - Diverging Diamond Interchange (DDI). A DDI is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. Both directions of SH-9W traffic would cross to the opposite side on both sides of the bridge crossing I-35.
- Alternative 2B - DDI with Reliever Ramp. Alternative 2 is similar to Alternative 1 but adds a "reliever ramp" to facilitate southbound I-35 traffic bound for South Harvey Avenue or NW 12th Avenue.
- Alternative 3D - Loop Interchange with Reliever Ramp. This interchange routes eastbound SH-9W traffic bound for northbound I-35 via a loop. The alternative also includes a loop reliever ramp directing both southbound I-35 and westbound SH-9W to the west side I-35 frontage road, i.e., South Harvey Avenue or NW 12th Avenue. A roundabout east of the interchange facilitates exiting northbound I-35 traffic and both directions of SH-9W traffic.
- Alternative 4 - Single Point Urban Interchange (SPUI). A SPUI is a basic diamond interchange with a single signalized central intersection in the center of the bridge. The SH-9W and the I-35 ramp traffic will converge to a single point utilizing the single set of traffic signals.

All alternatives increase the existing signal spacing between the southbound I-35 off ramp and Harvey Avenue. Alternatives 1 and 4 achieve this through a partial realignment of South Harvey Avenue and adding a ramp onto the existing frontage road. Alternatives 2 and 3 achieve this through a full realignment of South Harvey Avenue and connecting to the west frontage road at West Lamar Road.

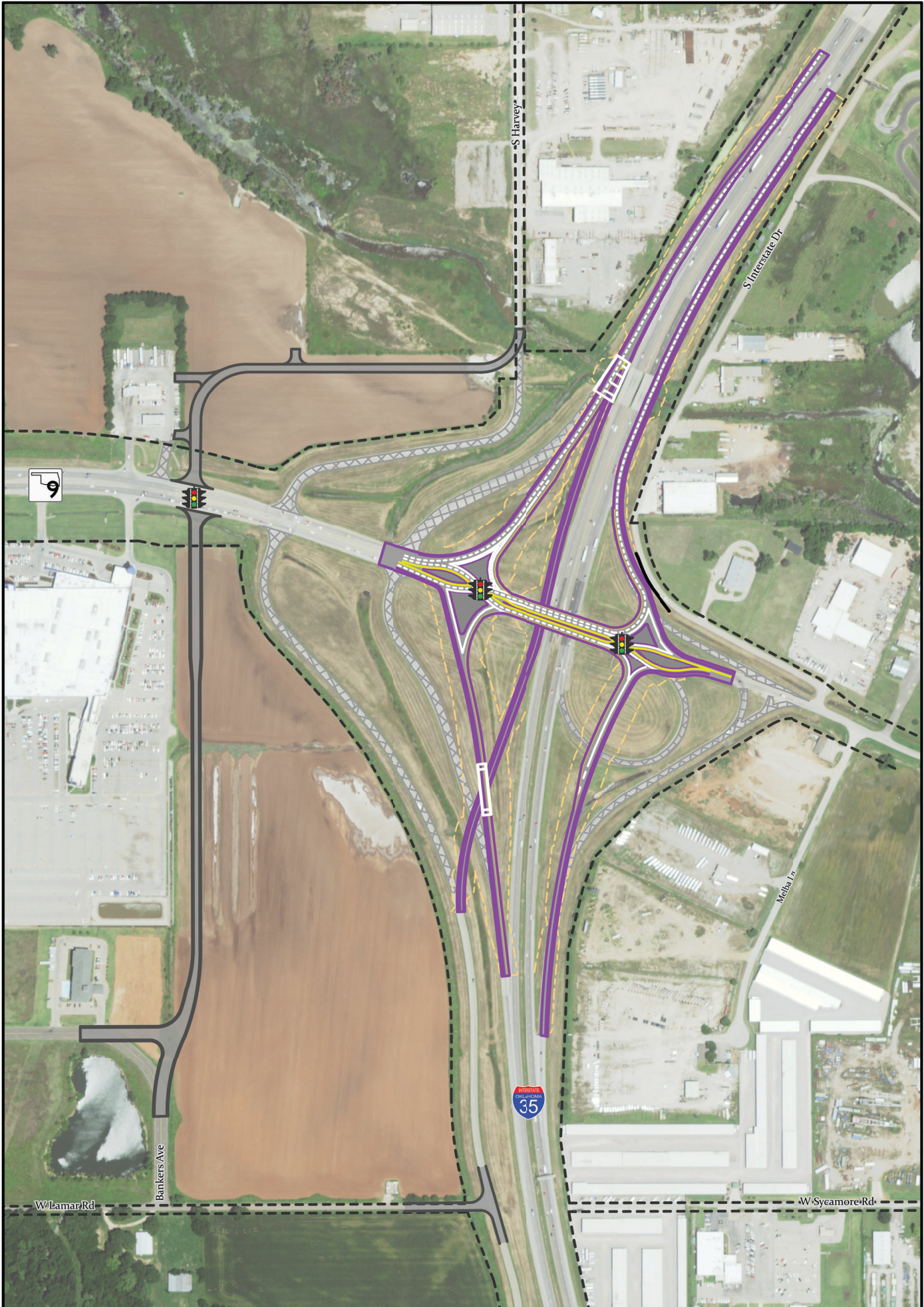
Lastly, all alternatives include a realignment of North Harvey Avenue to improve safety and traffic flow to/from local businesses.







-  Option 2A Layout
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Traffic Signal Location



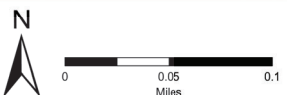
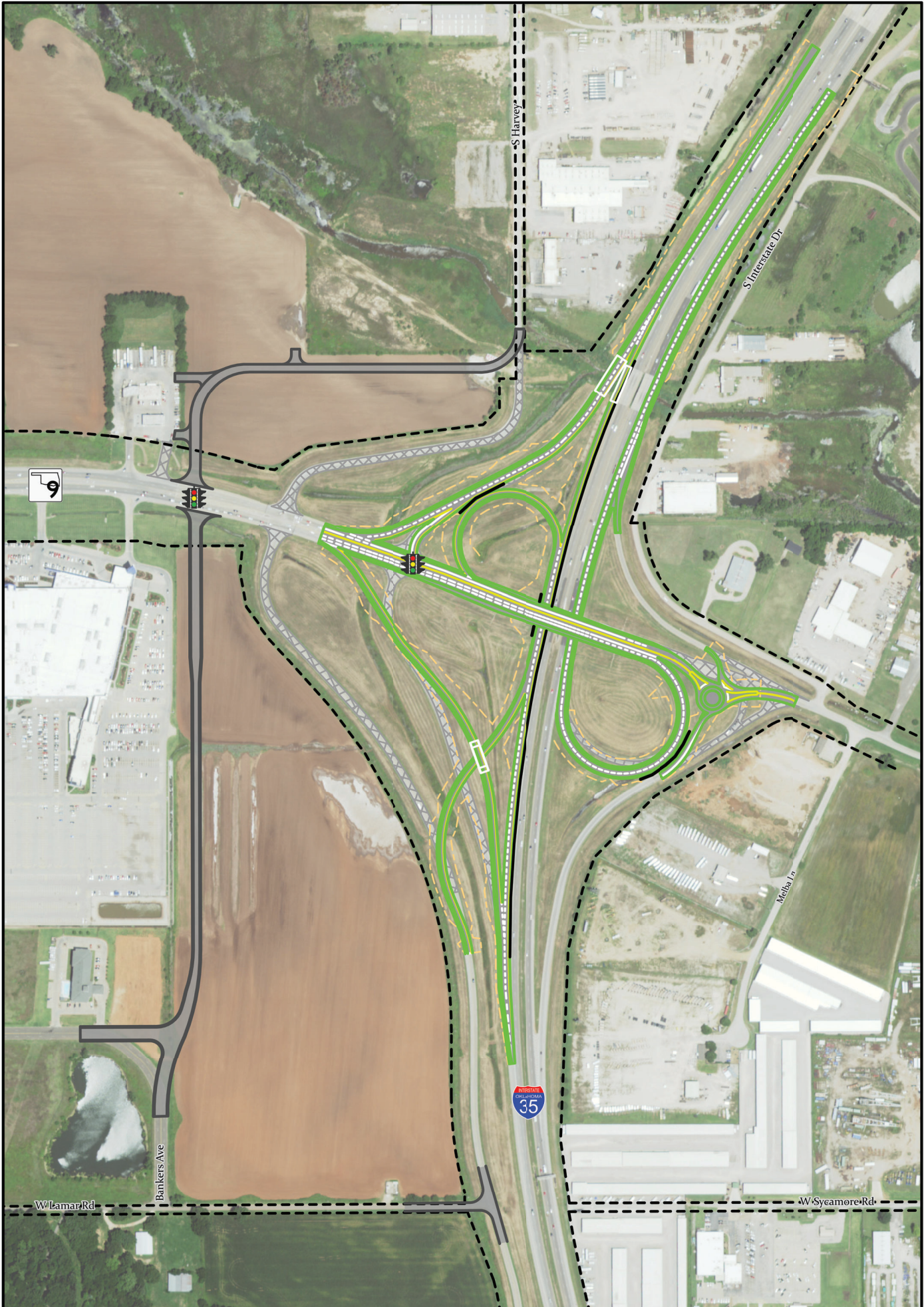
JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 2A - (DDI)
DIVERGING DIAMOND INTERCHANGE



-  Option 2B Layout
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Traffic Signal Location



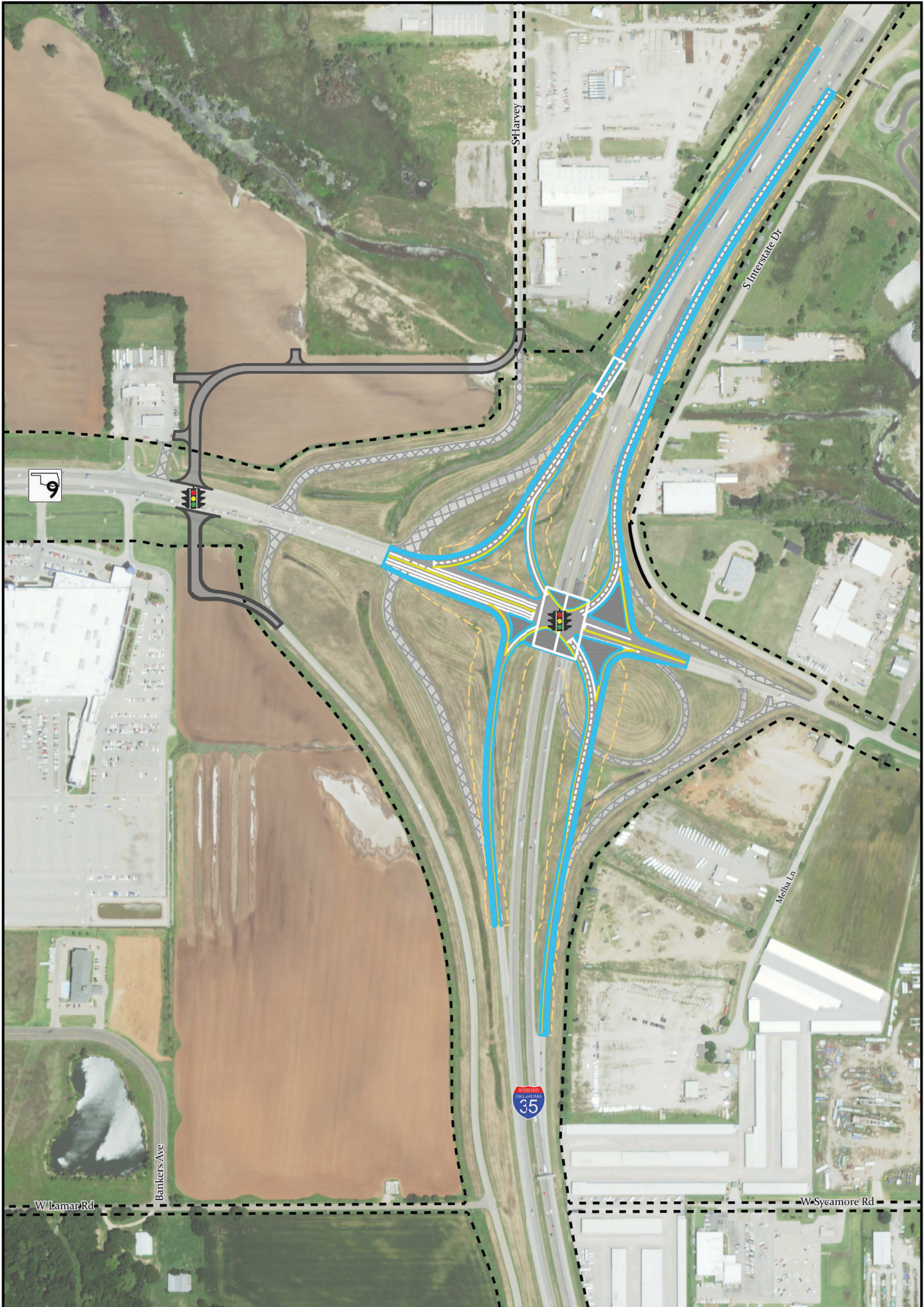
JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 2B - (DDI) DIVERGING
DIAMOND INTERCHANGE + RELIEVER



- Option 3D Layout
- Existing Right-of-Way
- Proposed Right-of-Way
- Proposed Traffic Signal Location



JP 19314(04)
SH-9/I-35, McCLAIN COUNTY
OPTION 3D - LOOP
INTERCHANGE + RELIEVER RAMP



9

S Harvey

S Interstate Dr

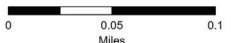
Melba Ln







W Lamar Rd

Bankers Ave

W Sycamore Rd



-  Option 4 Layout
-  Existing Right-of-Way
-  Proposed Right-of-Way
-  Proposed Traffic Signal Location



JP 19314(04)
SH-9/I-35, MCCLAIN COUNTY
OPTION 4 - (SPUI)
SINGLE-POINT URBAN INTERCHANGE