

## **Project Description**

The proposed project is to reconstruct the existing interchange to a three-level, semi-directional partial cloverleaf interchange along I-35 from SE 66<sup>th</sup> to SE 82<sup>nd</sup> and along I-240 from Santa Fe Avenue to Eastern Avenue in Oklahoma City, Oklahoma County. Directional ramps have been provided for the movements on this interchange except for the eastbound I-240 to northbound I-35 and westbound I-240 to southbound I-35, where two loops have been proposed. The improvements are expected to reduce the number and severity of accidents, and reduce traffic congestion in the area.

The exit ramp from eastbound I-240 to Pole Road and entrance ramp from Pole Road to westbound I-240 will be rerouted to Eastern Avenue. ODOT has included additional measures in the proposed project to minimize impacts to access to the Plaza Mayor area. A design turnaround lane will be added on the south side of the existing SE 59<sup>th</sup> Street. The service road in the northeast quadrant will be modified to minimize the need for right-of-way on the northeast quadrant. The traffic using the service road would be rerouted along the Plaza Mayor private roadway system which will be acquired using Federal-aid right-of-way procedures.

Additional improvements to the ramps between Shields and Santa Fe will result in improved access from Shields to I-240 eastbound. The Santa Fe / I-240 interchange will have ramps added on the east side converting it to a full diamond interchange that is more compatible to driver expectations.

# The Oklahoma Department of Transportation I-35 and I-240 Interchange Reconstruction Public Information Meeting

**June 11, 2015**  
**Wilmont Place Baptist Church**



## **MEETING AGENDA**

Introductions  
Project Background  
Design Overview  
Video  
CORSIM Analysis  
Breakout to Stations

## **Purpose Of Meeting**

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) is currently developing construction plans for the reconstruction of the existing I-35/I-240 Interchange. There was an Environmental Assessment completed in 2005 and a Finding of No Significant Impact issued. The purpose of this meeting is to present current design information for the interchange including changes to ramps and access.

## **Purpose Of Project**

The purpose of the project is to improve the roadway and operational deficiencies; such as inadequate capacity, poorly spaced access, substandard bridge and ramp configurations and to accommodate future traffic projections. The existing interchange is an outdated cloverleaf design. The current interchange suffers from traffic that has exceeded the design capacity, congestion caused by local street traffic density, and outdated ramps affecting its operation and safety.

## ODOT

## 8 Year Construction Work Plan Dates

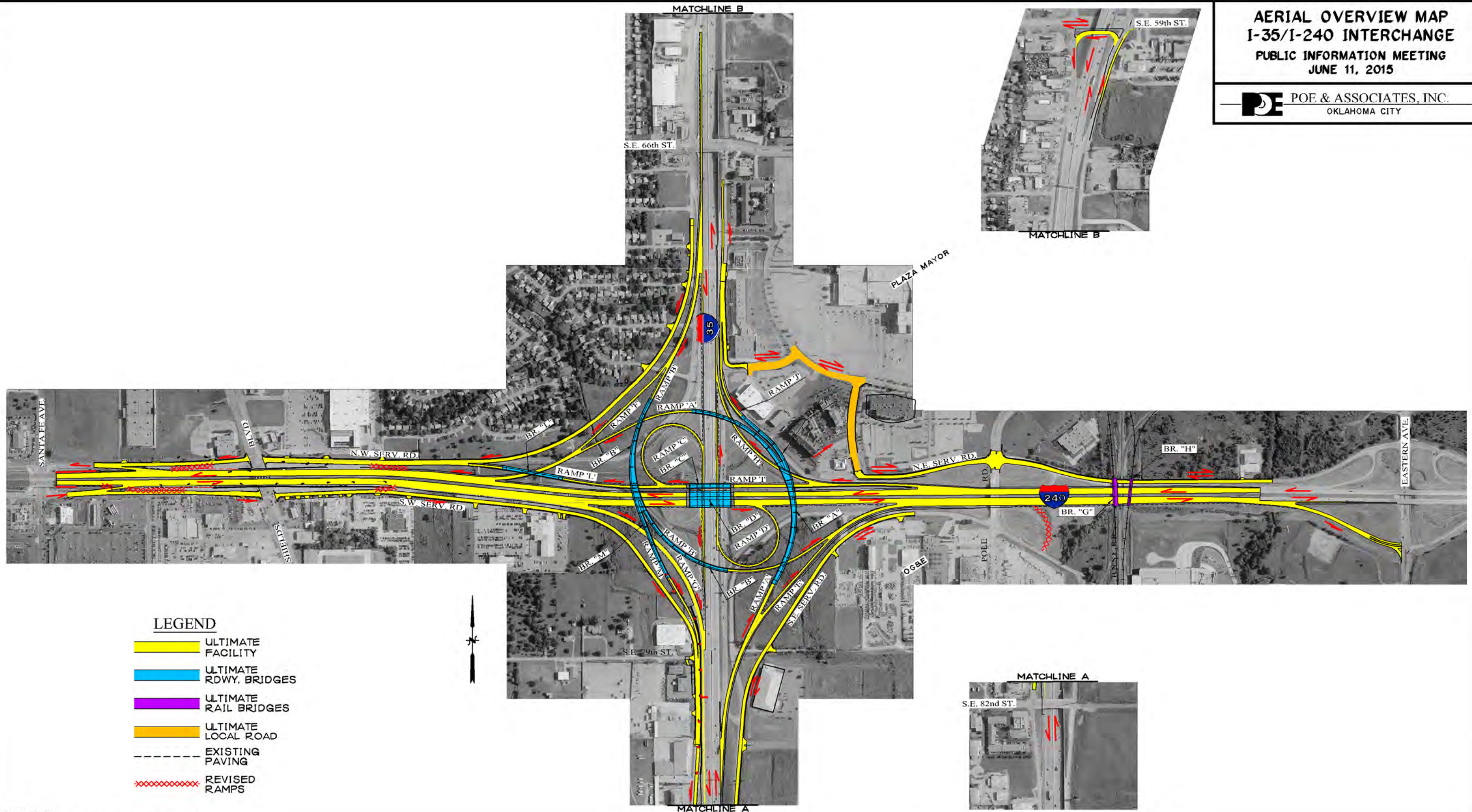
2016 Right of Way  
2016 Construction  
2017 Utilities  
2018 Construction  
2020 Construction  
2021 Construction

## **Questions? Comments?**

If you have questions or comments about the Oklahoma Department of Transportation's proposed project, please visit [www.odot.org/publicmeetings](http://www.odot.org/publicmeetings) to fill out an official comment form or contact David Saulsberry, ODOT Environmental Project Manager, Environmental Programs Division, 200 NE 21<sup>st</sup> Street, Oklahoma City, OK 73105 at (405) 521-2315 or send an email with questions to [environment@odot.org](mailto:environment@odot.org).

**AERIAL OVERVIEW MAP  
I-35/I-240 INTERCHANGE  
PUBLIC INFORMATION MEETING  
JUNE 11, 2015**

**POE & ASSOCIATES, INC.**  
OKLAHOMA CITY



**LEGEND**

- ULTIMATE FACILITY
- ULTIMATE RDWY. BRIDGES
- ULTIMATE RAIL BRIDGES
- ULTIMATE LOCAL ROAD
- EXISTING PAVING
- REVISED RAMPS