WELCOME

Public Meeting for I-35 / I-44 Interchange

October 6, 2015
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.
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.
• **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**

I-35  NE 50th  NE 63rd

Wilshire  I-35  I-44

MLK
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
• **Deficiencies**
  
  - Capacity (2040)
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  - Driver Expectancy
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
DEVELOPMENT OF ALTERNATIVES

I-35/I-44 Alternative 1
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
DEVELOPMENT OF ALTERNATIVES

- **I-35/I-44 Alternative 1**
  - Add Capacity
    - I-35 (3-Lanes Each Direction)
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  - 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**

![Diagram showing before and after scenarios of the I-35/I-44 Alternative 1]
DEVELOPMENT OF ALTERNATIVES

I-35/I-44 Alternative 2
DEVELOPMENT OF ALTERNATIVES

• **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
DEVELOPMENT OF ALTERNATIVES

• **Alternative 2**
  - Add Capacity
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  - 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**
DEVELOPMENT OF ALTERNATIVES

- 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
DEVELOPMENT OF ALTERNATIVES

- 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
DEVELOPMENT OF ALTERNATIVES

- **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
## DEVELOPMENT OF ALTERNATIVES

### I-35/I-44 Decision Matrix

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

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

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

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

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

• 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.
## DEVELOPMENT OF ALTERNATIVES

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

<table>
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<tr>
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<tr>
<td>Option A</td>
<td>Remove Service Road under I-35 Provide 1-Way Service Road Connection at NE 63rd Street</td>
<td>1-Way Service Roads from 50th to 63rd</td>
<td>2.7 Acres</td>
<td>No Hazardous Waste Impacts, New Bridge to span Deep Fork Creek</td>
<td>Constructible, Increases Cost due to Additional Bridge on Service Road</td>
<td>Fiber, Electric, Gas, Sanitary Sewer, and Water</td>
<td>$5.5</td>
</tr>
<tr>
<td>Option B</td>
<td>Maintain Service Road under I-35</td>
<td>No Change</td>
<td>None</td>
<td>No Hazardous Waste Impacts</td>
<td>Existing</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

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