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
Approx. 4.5 miles in length
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 2\textsuperscript{nd} 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 63\textsuperscript{rd} 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.

*NHPA – National Historic Preservation Act*
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

*NRHP – National Register of Historic Places*
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  

• 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
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
Design Alternative No. 2

- 15'-0" Shoulder
- 12'-0" Driving Lane
- 12'-0" Driving Lane
- 12'-0" Driving Lane
- 12'-0" Driving Lane
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

15'-0" SHOULDER

12'-0" DRIVING LANE

12'-0" DRIVING LANE

12'-0" DRIVING LANE

12'-0" SHOULDER
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

- 42\textsuperscript{nd} Street
  - Access under I-35 Closed
- 63\textsuperscript{rd} 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

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<th>ROW Impacts</th>
<th>Drive Time</th>
<th>Cost</th>
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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