

# Oklahoma Department of Transportation

Environmental Programs Division

Office 521-3050 Fax 522-5193

## Re-evaluation Memo

DATE	December 1, 2015	Project No.	<b>NHPPI-0035-3(125)121 IMY-0035-3(257)121 IMY-0035-3(258)121 IMY-0035-3(260)121</b>
County	Oklahoma	State Job Piece No:	<b>09032(05)(06)(07)(08)</b>
NEPA Project Manager	David Saulsberry	PHONE NUMBER	<b>(405) 521-2315</b>
ODOT Field Division	4	Bridge NBI No. (For County & State Projects) & Location No. (County Projects Only)	<b>14493</b>
Project Description from JPINFO		<b>Reconstruct I-35/I-240 Interchange (Phase I, II, III, &amp; IV)</b>	
Description of the Proposed Action		<b>Reconstruct I-35/I-240 Interchange to a three-level, semi-directional partial cloverleaf interchange along I-35 from SE 66th to SE 82nd and along I-240 from Santa Fe Avenue to Eastern Avenue</b>	
Reason for this Re-evaluation		<b>Time Lapse and Completion of commitment from previous re-evaluation</b>	
Were additional studies performed for this re-evaluation?		<b>No</b>	
Was there a meeting held to update the public?		<b>Yes</b>	

The Oklahoma Department of Transportation has performed a re-evaluation of the following document:

Original Document <i>Type (CE Type?, EA, etc.)</i>	<b>EA</b>	Date of Original Document	September 1, 2005
Job Piece for Original NEPA Document	<b>09032(05)</b>		
Termini for Original NEPA Document	<b>From North of S.E. 66th to South of S.E. 82<sup>nd</sup> along I-35 and From West of Shields Blvd to Eastern Ave along I-240 including the I-35/I-240 Interchange (Same as re-evaluation extents)</b>		
Project Scope for Original NEPA	<b>Reconstruct I-35/I-240 Interchange</b>		
Were there any Re-evaluations done specifically for this project segment?	<b>Yes, 09032(17)</b>	Date(s) of Re-evaluations	<b>September 12, 2013</b>
Reason(s) for the previous Re-evaluation	<b>Time Lapse and a construction phase on the SW quadrant of the interchange</b>		

The status of the projects within the original study extent is as follows:

JP NO.	PROJECT EXTENT	R/W OR CONSTRUCTION	LET/AWARD DATE
09032(05)	I-35 @ the I-240 Jct. (Phase I) Reconstruct Interchange	Construction	2018
09032(06)	I-35 @ the I-240 Jct. (Phase II) Reconstruct Interchange	Construction	2020
09032(07)	I-35 @ the I-240 Jct. (Phase III) Reconstruct Interchange	Construction	Unscheduled Pool
09032(08)	I-35 @ the I-240 Jct. (Phase IV) Reconstruct Interchange	Construction	Unscheduled Pool
09032(09)	I-35 @ the I-240 Jct. Phase I, II, III, & IV (Reconstruct Interchange)	Phase 1 of R/W for 09032(05)(06)(07)(08)	9/2005 (Awarded)
09032(10)	I-35 @ the I-240 Jct. Phase I, II, III, & IV (Reconstruct Interchange)	Utilities for 09032(05)(06)(07)(08)	2016
09032(11)	I-35 @ the I-240 Jct. Phase I, II, III, & IV (Reconstruct Interchange)	Phase 2 of R/W for 09032(05)(06)(07)(08)	2016
09032(12)	Advanced Acquisition for the Undeveloped Parcels in the S.E. & S.W. Quadrants of the I-240/I-35 Interchange	R/W for 09032(05)(06)(07)(08)	6/2004 (Awarded)
09032(14)	I-240: EB to SB I-35 at the Crossroads Interchange (Phase IA)	RW for 09032(17)	8/2013
09032(17)	I-240: EB to SB I-35 at the Crossroads Interchange (Phase IA)	Construction	1/2017
09032(18)	I-240: EB to SB I-35 at the Crossroads Interchange (Phase IA)	UT for 09032(17)	11/2013
09032(20)	I-240: Mainline Reconstruction Including Ramp Reversals At Santa Fe (PHASE I)	Construction	1/2016

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 66th to SE 82nd 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 following is a list of the existing on/off ramps that will be eliminated by the improvements and an explanation of where the traffic will be rerouted with the new interchange configuration:

- Eastbound I-240 on ramp from Shields Blvd. and Westbound I-240 off ramp to Shields Blvd.
  - The traffic will be rerouted to the new ramps at Santa Fe Avenue to use the turnaround at Santa Fe Avenue. 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 and will result in improved access to and from Shields Blvd.
- Southbound I-35 on ramp from SE 66th St. and Northbound off ramp to SE 66th St.
  - The traffic will be rerouted to SE 59th St. and a turnaround lane will be added on the south side of the existing SE 59th St.
- Eastbound I-240 off ramp to Pole Road and Westbound I-240 on ramp from Pole Road.
  - The traffic will be rerouted to the Eastern Avenue on/off ramps. Improvements will be made to the Eastern Avenue interchange that includes an additional lane on the off ramp.
- Southbound I-35 off ramp to SE 82nd St. and Northbound I-35 on ramp from SE 82nd St.
  - The traffic will be rerouted to SE 89th St. to use the existing turnaround lane.

ODOT has included additional measures in the proposed project to minimize impacts to access to the Plaza Mayor area and includes the improvements to Eastern Avenue, SE 59th Street, and additional signage. 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.

#### Public Involvement

On June 11, 2015, the Oklahoma Department of Transportation (ODOT) conducted a public meeting at the Wilmont Place Baptist Church in Oklahoma City to present current design information for the interchange including changes to ramps and access. Approximately 70 people attended the meeting. The presentation included the project background and a design overview covering the improvements to the interchange. Questions and comments from the public at the meeting consisted of traffic congestion, safety, schedule, funding, noise, and health concerns of local residents due to construction.

ODOT received three (3) written comments. The following is a summary of those comments.

The first comment mentioned that the overall project is a good design and the hard work is much appreciated. The second comment was from the South Oklahoma City Chamber of Commerce. Their opinion is that the interchange is in need changes and upgrades. They believe that the current plans not only endanger the safety of those who use these roads, but they also endanger the health and wellbeing of businesses and residents in the area. They ask ODOT to reconsider our plans. A third comment mentioned that they would like a notice with directions to the DPS Driver's License facility when ODOT starts the construction phase on this project in the event of any road closure.

A response letter dated August 31, 2015 was sent to the South Oklahoma City Chamber of Commerce. The letter gave responses to the comments made by the Chamber and stated how the design presented at the public meeting incorporated over 20 years of public comment and provides what ODOT believes to be the best solution for balancing current and future traffic

movement while minimizing social, economic, and environmental impacts. A copy of the letter is included in the Public Involvement section. The other two (2) comments have been noted.

ODOT received three (3) comments in response to the agency solicitation letters. The following is a summary of those comments.

The first comment from the Oklahoma Conservation Commission mentioned that these areas most likely do not contain wetland ecosystems and that the project should not significantly impact wetland resources in the area. The second comment from the Oklahoma Water Resources Board recommended that ODOT contact the local floodplain administrator for possible permit requirements for this project. The third comment from the Oklahoma Tourism and Recreation Department stated that there are no Land and Water Conservation Fund (LWCF) projects in this area. The comments have been noted.

See the Public Involvement section of the supporting documentation for specific comments and responses.

Commitments from Original Document and updates to these commitments:

- The addition of a turnaround lane on the south side of the existing S.E. 59<sup>th</sup> Street bridge will be implemented to improve traffic flow in the area.

*Explanation: This commitment still applies.*

- The service road from west of former Best Buy and east of the Texas Roadhouse will be eliminated to minimize the need for right-of-way and the project will be designed to preserve existing businesses in the northeast quadrant.

*Explanation: The traffic using the service road will be rerouted along the Plaza Mayor private roadway system which will be acquired in accordance with Uniform Relocation Act.*

- Further evaluation and additional public involvement will be done to evaluate the need to close Pole Road.

*Explanation: After Further evaluation and Public involvement, the exit ramp from eastbound I-240 to Pole Road and entrance ramp from Pole Road to westbound I-240 will be re-routed to Eastern Avenue. Due to the close proximity of Pole Road to the interchange, leaving the Pole Road access in place would jeopardize the safety and operation of the interstate. Closing I-240 access to and from Pole Road would require traffic to utilize the existing diamond interchange at Eastern Avenue, which is located half mile east of Pole Road. To improve the traffic circulation at the Eastern Avenue interchange, ramp terminals with Eastern Avenue will be signalized.*

- The proper Section 404 permit, if required, needs to be obtained.

*Explanation: The Department will obtain the appropriate 404 permit prior to letting the project for construction.*

- The Department's Hazardous Waste Coordinator identified several sites along the referenced project limits that may require further evaluation if these sites were to fall within the

proposed right-of-way needs for construction. Upon completion of final design plans for any proposed improvements to the I-35/I-240 interchange, a copy of the plans needs to be provided to the Department's Hazardous Waste Coordinator for review.

*Explanation: The Department's Hazardous Waste Coordinator will review the proposed right-of-way plans for each phase to determine the need for any additional investigations and plan notes.*

- To comply with the Migratory Bird Treaty Act swallow notes will need to be added to the plans.

*Explanation: A project specific swallow plan note will be developed for each phase.*

- The Relocation Plan that was done for the proposed project determined that there are no family residences and five (5) commercial properties located along the I-240/I-35 Southwest Service Road that will be impacted by the proposed right-of-way on this project. Additional commercial businesses located in the I-35 Office Park Mall and Marshall Park Mall may be displaced due to the loss of parking space unless the parking can be reconfigured. All right of way acquisition will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

*Explanation: This is consistent with the scope of the project. Any additional right-of-way acquisitions that are identified in the construction phases will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).*

- As requested by FHWA in the letter dated May 7, 2013, a full Re-Evaluation of the EA/FONSI, dated September 1, 2005, will be completed within the next 2 years. Additional public involvement and studies will be done to address the proposed Plaza Mayor at the old Crossroads Mall. The Pole Road closure, the turnaround at S.E. 59<sup>th</sup> Street, and the service road in the Northeast Quadrant will be addressed as part of that and the Access Justification Report (AJR) will be updated.

*Explanation: A public meeting was held on June 11, 2015 to inform the public about the decisions pertaining to access at Pole Road, the turnaround at S.E. 59<sup>th</sup> Street, and service road in the northeast quadrant. The AJR has been updated. This document will satisfy the FHWA's request for the re-evaluation. In addition, there will be a re-evaluation done for each phase of the project prior to letting.*

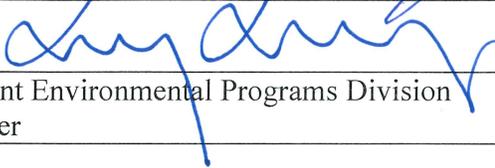
#### New Commitment from the Access Justification Report (AJR):

- Results of the operational analysis indicate that traffic flow is projected to break down as the design year approaches. The short weave sections between Santa Fe and Walker Avenues are projected to exacerbate this breakdown in operational performance. FHWA requests that ODOT continue to monitor traffic conditions on I-240 between the interchanges at I-35 and at Walker Avenue and identify possible actions to address congestion if conditions warrant.

The Department has completed the environmental analysis and review of the referenced project and has concluded that the subject project is consistent with the original NEPA document and/or later reevaluations. In addition, there are no substantive changes in the environmental impacts of the action from those described in the original document.

All documentation, analyses, and agency coordination regarding this Re-evaluation are contained in a supporting appendix maintained in the project file at the Oklahoma Department of Transportation, Environmental Programs Division.

**Preparer/Reviewer Signatures**

	12-1-2015
Environmental Project Manager	Date
	12/1/15
Assistant Environmental Programs Division Engineer	Date

Attachments (Check Applicable Ones)

	Original CE + Distribution Memo
	Original CE
X	EA ( <i>Mainbody only</i> ), FONSI +Distribution Memo
	Plans for the Project being Re-evaluated
	404 Permit ( <i>if applicable</i> )
	Additional Studies ( <i>if applicable</i> )

Distribution List (*Check Applicable Ones*)

X	Project Management Division ( <i>All State Projects</i> )
X	Roadway Design Division ( <i>All State projects with the exception of projects from Traffic Division and Special Projects</i> )
X	Bridge Division ( <i>All State Bridge Projects</i> )
	Traffic Division ( <i>For projects from Traffic Division</i> )
	Local Government Division ( <i>County or City Projects</i> )
	Special Projects ( <i>Special Projects Only</i> )
	Safe Routes to School Coordinator ( <i>SRTS Projects Only</i> )
X	Field Division Engineer ( <i>All Projects</i> )
X	Right-of-Way Division ( <i>All Projects</i> )
X	Office Engineer Division ( <i>All Projects</i> )
X	FHWA ( <i>All Projects. Place Copy of Complete Document on FHWA's Directory</i> )

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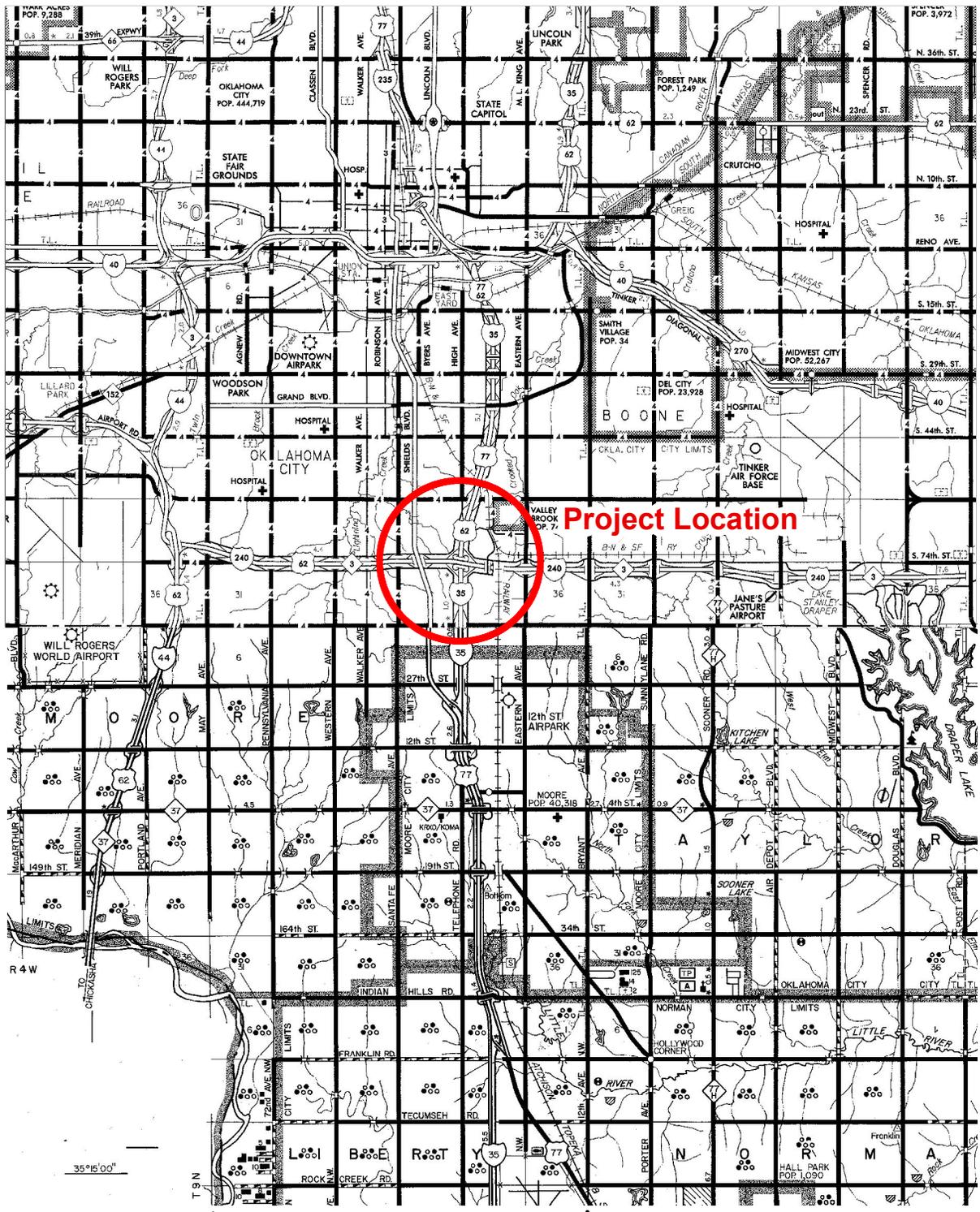
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**Project Location**

R4W

R3W

R2W



**Oklahoma Department  
of Transportation**  
Location Map

**Oklahoma County**  
**I-35/I-240 Interchange Reconstruction**  
**JP No. 09032(05)(06)(07)(08)**

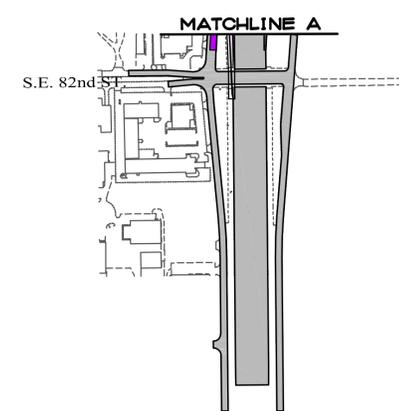
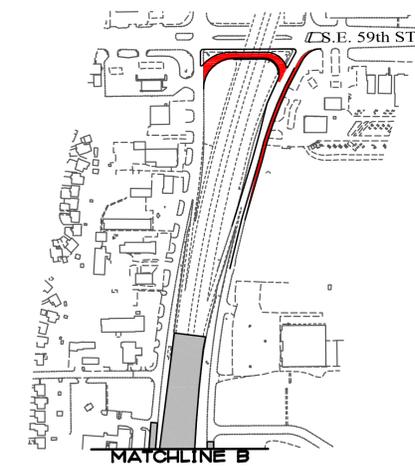
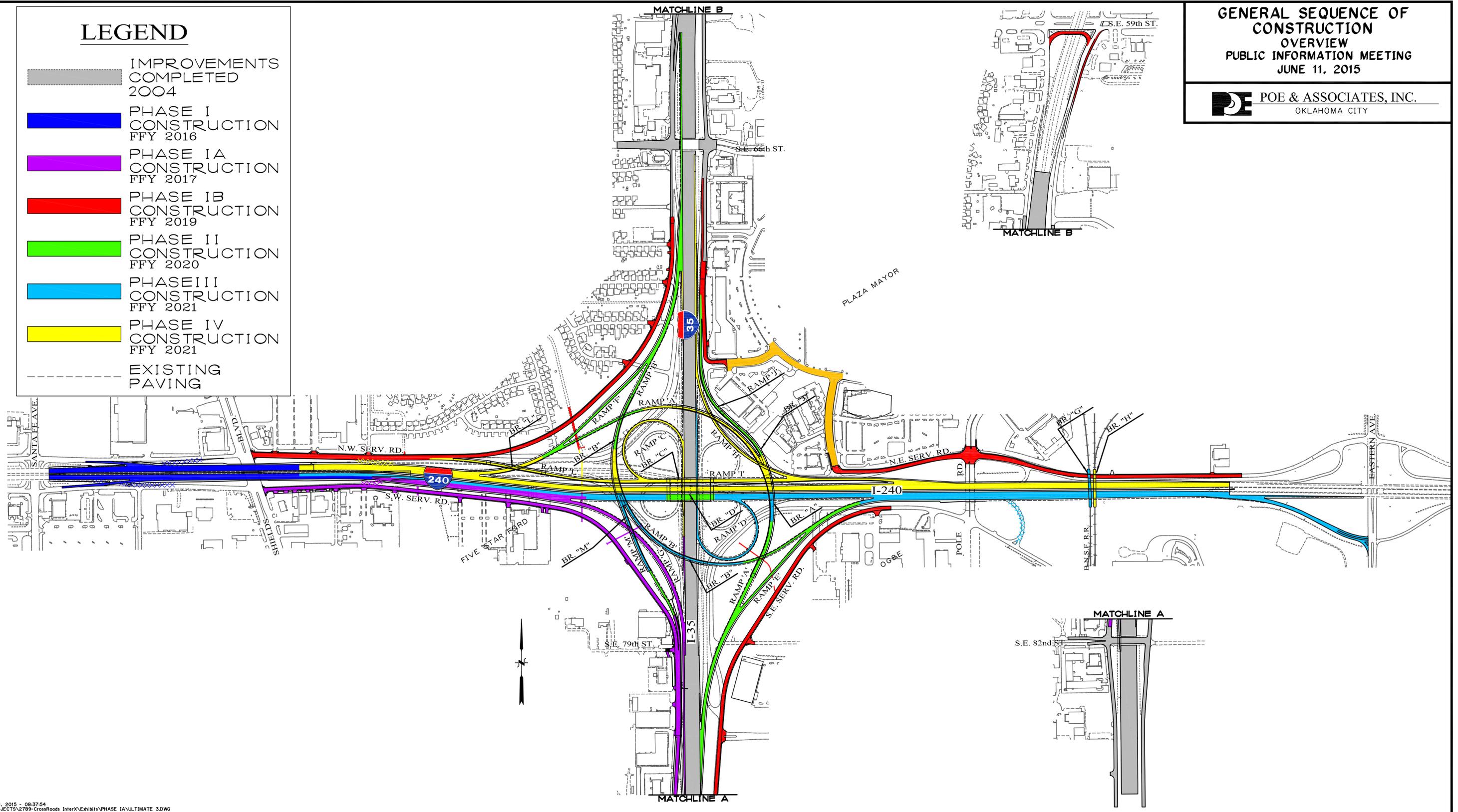
August 20, 2014

# LEGEND

-  IMPROVEMENTS COMPLETED 2004
-  PHASE I CONSTRUCTION FFY 2016
-  PHASE IA CONSTRUCTION FFY 2017
-  PHASE IB CONSTRUCTION FFY 2019
-  PHASE II CONSTRUCTION FFY 2020
-  PHASE III CONSTRUCTION FFY 2021
-  PHASE IV CONSTRUCTION FFY 2021
-  EXISTING PAVING

## GENERAL SEQUENCE OF CONSTRUCTION OVERVIEW PUBLIC INFORMATION MEETING JUNE 11, 2015

 POE & ASSOCIATES, INC.  
OKLAHOMA CITY



**ORIGINAL DOCUMENT**



**Oklahoma Department of Transportation**  
 Environmental Programs Division

Office 521-3050 Fax 522-5193

**Re-evaluation Memo**

DATE	<b>September 9, 2013</b>	Project No.	<b>IMY-0240-1(358)004</b>
County	<b>Oklahoma</b>	State Job Piece No:	<b>09032(17)</b>
NEPA PROJECT MANAGER	<b>David Saulsberry</b>	PHONE NUMBER	<b>(405) 521-2315</b>
ODOT Field Division	<b>4</b>	Bridge NBI No. (For County & State Projects) & Location No. (County Projects Only)	<b>N/A</b>
Project Description from JPINFO	<b>I-240 EB to SB I-35 at Interchange (Phase 1A)</b>		
Description of the Proposed Action	<b>Reconstruct I-35/I-240 Interchange – Phase 1A Construct approximately 1,200 feet of permanent construction on I-240 eastbound and westbound lanes, Ramp G (EB I-240 to SB I-35 Direct Ramp), the southwest quadrant service road, a portion of Ramp M (SB I-35 to SW Service Road) falling between the SW service road and Ramp G, including the bridge header for future Bridge M and a portion of Ramp C (WB I-240 to SB I-35) including temporary connection at existing collector road.</b>		
Reason for this Re-evaluation	<b>Time Lapse – ROW Authorization for Phase 1A Only</b>		
Were additional studies performed for this re-evaluation?	<b>Yes</b>		
Was there a meeting held to update the public?	<b>No</b>		

The Oklahoma Department of Transportation has performed a re-evaluation of the following document:

Original Document Type	<b>EA</b>	Date of Original Document	<b>September 1, 2005</b>
Job Piece for Original NEPA Document	<b>09032(05)</b>		
Termini for Original NEPA Document	<b>From North of S.E. 66th to South of S.E. 82<sup>nd</sup> along I-35 and From West of Shields Blvd to Eastern Ave along I-240 including the I-35/I-240 Interchange</b>		
Project Scope for Original NEPA	<b>Reconstruct I-35/I-240 Interchange</b>		
Were there any Re-evaluations done specifically for this project segment?	<b>No</b>	Date(s) of Re-evaluations	
Reason(s) for the previous Re-Evaluation			

The status of the projects within the original study extent is as follows:

JP NO.	PROJECT EXTENT	R/W OR CONSTRUCTION	LET/AWARD DATE
09032(05)	I-35 @ the I-240 Jct. (Phase I) Reconstruct Interchange	Construction	2018
09032(06)	I-35 @ the I-240 Jct. (Phase II) Reconstruct Interchange	Construction	2020
09032(07)	I-35 @ the I-240 Jct. (Phase III) Reconstruct Interchange	Construction	Unscheduled Pool
09032(08)	I-35 @ the I-240 Jct. (Phase IV) Reconstruct Interchange	Construction	Unscheduled Pool
09032(09)	I-35 @ the I-240 Jct. Phase I, II, III, & IV (Reconstruct Interchange)	Phase 1 of R/W for 09032(05)(06)(07)(08)	9/2005 (Awarded)
09032(10)	I-35 @ the I-240 Jct. Phase I, II, III, & IV (Reconstruct Interchange)	Utilities for 09032(05)(06)(07)(08)	2016
09032(11)	I-35 @ the I-240 Jct. Phase I, II, III, & IV (Reconstruct Interchange)	Phase 2 of R/W for 09032(05)(06)(07)(08)	2016
09032(12)	Advanced Acquisition for the Undeveloped Parcels in the S.E. & S.W. Quadrants of the I-240/I-35 Interchange	R/W for 09032(05)(06)(07)(08)	6/2004 (Awarded)
09032(14)	I-240: EB to SB I-35 at the Crossroads Interchange (Phase IA)	RW for 09032(17)	8/2013
09032(17)	I-240: EB to SB I-35 at the Crossroads Interchange (Phase IA)	Construction	5/2015
09032(18)	I-240: EB to SB I-35 at the Crossroads Interchange (Phase IA)	UT for 09032(17)	11/2013

Commitments from Original Document and updates to these commitments as the result of additional studies:

- The addition of a turnaround lane on the south side of the existing S.E. 59<sup>th</sup> Street bridge will be implemented to improve traffic flow in the area.

*This is outside the scope of this segment.*

- The service road from west of former Best Buy and east of the Texas Roadhouse will be eliminated to minimize the need for right-of-way and the project will be designed to preserve existing businesses in the northeast quadrant.

*This is outside the scope of this segment.*

- Further evaluation and additional public involvement will be done to evaluate the need to close Pole Road.

*This is outside the scope of this segment.*

- The proper Section 404 permit, if required, needs to be obtained.

*The Department will obtain the appropriate 404 permit prior to letting the project for construction.*

- The Department's Hazardous Waste Coordinator identified several sites along the referenced project limits that may require further evaluation if these sites were to fall within the proposed right-of-way needs for construction. Upon completion of final design plans for any proposed improvements to the I-35/I-240 interchange, a copy of the plans needs to be provided to the Department's Hazardous Waste Coordinator for review.

*The Department's Hazardous Waste Coordinator has reviewed the proposed right-of-way plans for Phase 1A of the interchange and determined there are two (2) LUST sites located along the length of this project. Prior to Right-of-Way submittal, plan notes dated June 21, 2012 for avoidance of potential LUST sites in the vicinity of the project will be added to the plans.*

#### New Commitments as a result of additional studies:

- The following plan note for the swallows will need to be added to the plans:

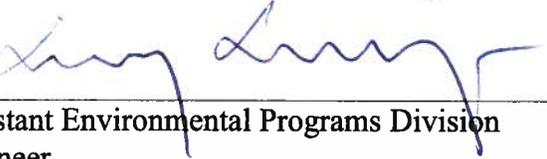
“Cliff Swallows and Barn Swallows are small colonial nesting birds protected by the federal Migratory Bird Treaty Act. These species commonly use bridges and culverts for nesting. The nesting season for the swallows runs from April 1 to August 31. Swallow use of culverts under I-240 at Sta. 406+18.83 and Sta. 419+85.00 has been observed during the initial surveys conducted as part of the biological studies in 2012. Any activities which would destroy active nests or harm eggs or birds would violate the Migratory Bird Treaty Act. The Resident Engineer will evaluate the contractor's proposed work methods and conclude whether the proposed work would harm the nesting birds before work near the structure is authorized. If the proposed work will harm the nesting birds, the bridge may be netted prior to April 1 or the work delayed until the nesting season is complete. Methods other than netting must be pre-approved by the ODOT Biologist.”

- The Relocation Plan that was done for the proposed project determined that there are no family residences and five (5) commercial properties located along the I-240/I-35 Southwest Service Road that will be impacted by the proposed right-of-way on this project. Additional commercial businesses located in the I-35 Office Park Mall and Marshall Park Mall may be displaced due to the loss of parking space unless the parking can be reconfigured. All right of way acquisition will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).
- As requested by FHWA in the letter dated May 7, 2013, a full Re-Evaluation of the EA/FONSI, dated September 1, 2005, will be completed within the next 2 years. Additional public involvement and studies will be done to address the proposed Plaza Mayor at the old Crossroads Mall. The Pole Road closure, the turnaround at S.E. 59<sup>th</sup> Street, and the service road in the Northeast Quadrant will be addressed as part of that and the Access Justification Report (AJR) will be updated.

The Department has completed the environmental analysis and review of the referenced project and has concluded that the subject project is consistent with the original NEPA document and/or later reevaluations. In addition, there are no substantive changes in the environmental impacts of the action from those described in the original document.

All documentation, analyses, and agency coordination regarding this Re-evaluation are contained in a supporting appendix maintained in the project file at the Oklahoma Department of Transportation, Environmental Programs Division.

**Preparer/Reviewer Signatures**

	9/12/13
Environmental Project Manager	Date
	9/12/13
Assistant Environmental Programs Division Engineer	Date

**Attachments (Check Applicable Ones)**

	Original CE + Distribution Memo
	Original CE
X	EA ( <i>Mainbody only</i> ), FONSI +Distribution Memo
X	Plans for the Project being Re-evaluated
	404 Permit ( <i>if applicable</i> )
X	Additional Studies ( <i>if applicable</i> )

Distribution List *(Check Applicable Ones)*

X	Project Management Division <i>(All State Projects)</i>
X	Roadway Design Division <i>(All State projects with the exception of projects from Traffic Division and Special Projects)</i>
X	Bridge Division <i>(All State Bridge Projects)</i>
	Traffic Division <i>(For projects from Traffic Division)</i>
	Local Government Division <i>(County or City Projects)</i>
	Special Projects <i>(Special Projects Only)</i>
	Safe Routes to School Coordinator <i>(SRTS Projects Only)</i>
X	Field Division Engineer <i>(All Projects)</i>
X	Right-of-Way Division <i>(All Projects)</i>
X	Office Engineer Division <i>(All Projects)</i>
X	FHWA <i>(All Projects. Place Copy of Complete Document on FHWA's Directory)</i>

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# Oklahoma Department of Transportation

Environmental Programs Division

Office 521-3050 Fax 522-5193

**DATE:** June 21, 2012

**TO:** Roadway Division, Project Management Division

**FROM:** Environmental Programs Division

**SUBJECT:** I-240 EB to SB I-35 at Crossroads Interchange, Phase 1A, Oklahoma County.  
Project No. IMY-0240-1(358)004; JP No. 09032(17).

Two (2) leaking underground storage tank (LUST) sites are located along the length of this project. Please have the LUST site locations added to the plan and profile sheets by placing a box in the appropriate location with the Oklahoma Corporation Commission (OCC) facility number, case number, and denoting it as a LUST site.

Please have the following added to the "Environmental Mitigation Notes" of the project plans per Policy Directive C-201-2D(2):

<b>"Latitude/Longitude</b>	<b>OCC Facility No./OCC Case No.</b>	<b>Facility</b>
35.3916, -97.5068	55-08554 / 064-0831	Shields Conoco
35.3915, -97.5070	55-08224 / 064-1702	Mosley's Texaco

**Petroleum contamination may exist at or near the referenced Leaking Underground Storage Tank (LUST) sites. Based on the available information, contamination is not expected to affect construction activities, but is still possible. In the event contaminated soil or groundwater is encountered, the contractor shall adhere to ODOT's Hazardous Materials Specification 107.15 and notify the Resident Engineer, who may then contact the Environmental Programs Division at (405) 521-3026 for assistance."**

This mitigation measure should be discussed at all pre-work conferences per Policy Directive C-201-2-E(1). If you have any questions, please contact Kris Mutz at (405)521-2326.

KWM

Xc: NEPA Project Manager  
Division 4 Engineer  
Right-of Way Division



# Oklahoma Department of Transportation

Planning Division

Office 521-2704 Fax 521-6917

**DATE:** September 12, 2005

**TO:** Distribution Below

**FROM:** Joseph C. Khatib, Environmental Studies Branch *JCK*

**SUBJECT:** **Finding of No Significant Impact (FONSI) for proposed reconstruction of I-35/I-240 Interchange in Oklahoma City, Oklahoma County. Project IR-35-3(124)121, J/P 09032(05).**

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The Department has received a Finding of No Significant Impact (FONSI) from the Federal Highway Administration (FHWA) on the Environmental Assessment prepared for the referenced project. With receipt of the FONSI, environmental processing is complete and final design, right-of-way acquisition and construction phases can proceed as funds become available.

Please note the following must be addressed in the final design stages of project development:

- The proper Section 404 permit, if required, needs to be obtained.
- The Department's Hazardous Waste Coordinator identified several sites along the referenced project limits that may require further evaluation if these sites were to fall within the proposed right-of-way needs for construction. Upon completion of final design plans for any proposed improvements to the I-35/I-240 interchange, a copy of the plans needs to be provided to the Department's Hazardous Waste Coordinator for review.

If you have any questions regarding this project, please contact Mr. Joe Khatib at (405) 521-3651.

DRS/jck

Attachment

Distribution:

Assistant Chief Engineer - Director of Preconstruction  
Bridge Division  
Roadway Design Division  
Right-of-Way Division  
Project Management Division - Kyle McKinley  
Office Engineer Division  
Division IV Engineer  
Programs Division  
FHWA - Souzan Bahavar  
Greg Worrell - Department Hazardous Waste Coordinator

FEDERAL HIGHWAY ADMINISTRATION  
**FINDING OF NO SIGNIFICANT IMPACT**

For

Reconstruction of I-35/I-240 Interchange in Oklahoma County

The proposed action covered by this Environmental Assessment (EA) involves the reconstruction of the I-35/I-240 interchange in Oklahoma City, Oklahoma County.

The existing interchange is a full cloverleaf design with collector distributor roads. The current configuration suffers from traffic volumes that have exceeded the design capacity, congestion caused by local interchange density, and outdated geometrics affecting its operation and safety. The proposed I-35/I-240 interchange reconstruction is needed 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.

Seven design alternatives (see EA, page 5) were originally considered. These alternatives were then further evaluated to determine which alternatives better meet the purpose and need of the project. Alternatives 4, 5, and 6, which ranked the highest in terms of addressing safety and geometric deficiencies, were refined and elements from each combined to create alternative 5A, which represents the best design elements of these alternatives. Public meetings and a public hearing were held to present the alternatives to the public for review and comment. The preferred alternative, which is alternative 5A, incorporates the public comments and provides the best solution to balancing level of service, construction cost, constructability/ maintenance of traffic during construction and access to existing land uses while minimizing social, economic, and environmental impacts.

The project proposal (see EA, page 5) is to reconstruct the existing interchange to a three-level, semi-directional partial cloverleaf interchange along I-35 from S.E. 66th to S.E. 82nd and along I-240 from Shields Boulevard to Eastern Avenue in 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.

Additionally, due to their close proximity to the proposed interchange and their impacts to safety and operation (see EA, page 6), the exiting entrance ramp from S.E. 66th Street to southbound I-35 and exit ramp from northbound I-35 to S.E. 66th Street will be eliminated. Therefore, to improve traffic flow, a turnaround lane will be added on the south side of the existing S.E. 59th Street.

The service road from west of Best Buy and east of the Texas Roadhouse (see EA, page 6) will be eliminated to minimize the need for right-of-way on the northeast quadrant. The project will be designed to assure that impacts to properties currently using this stretch of the service road will be minimized and/or mitigated. The traffic using the service road would be rerouted along the Crossroad Mall private roadway system which will be acquired using Federal-aid right-of-way procedures.

Due to their close proximity to the interchange and their impacts to safety and operation (see EA, page 6), it has been proposed that the exit ramp from eastbound I-240 to Pole Road and entrance ramp from Pole Road to westbound I-240 be eliminated and rerouted to Eastern Avenue. However, due to the public concerns regarding the use of Pole Road to access the Crossroad Mall, further evaluation and additional public involvement will be performed to consider whether to keep Pole Road open, relocate it or remove it. These project design options involving Pole Road may need a minor amount of additional right-of-way. This further evaluation will assure that appropriate measures to minimize impacts to access to the Crossroad Mall area are included in the final project design. The further evaluation and additional public involvement will be documented and approved by the Federal Highway Administration (FHWA) prior to completing project design.

The Federal Highway Administration (FHWA) has determined that this project will not have a significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached EA that has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, the environmental issues, and the impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Disposition of comments received at the public hearing have been inserted in the EA. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

9/1/05

Date

Robert T. Rodriguez

for the Division Administrator  
Oklahoma Division  
Federal Highway Administration

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
AND  
OKLAHOMA DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL ASSESSMENT**

**I-35/I-240 INTERCHANGE  
OKLAHOMA COUNTY**

Project Number IR-35-3 (124) 121  
State J-P #09032(05)

The proposed project is described as the reconstruction of the I-35/I-240 interchange in Oklahoma City, Oklahoma.

This highway project is proposed for funding under Title 23, United States Code. This statement for the improvement has been developed in consultation with the Federal Highway Administration and is submitted pursuant to 42 USC 4332(2)(c) and 49 USC 303.

Submitted:

Date: 3/16/2005

  
Planning & Research Division Engineer  
Oklahoma Department of Transportation

Concur:

Date: Robert T. Rodriguez  
5/13/05

Robert T. Rodriguez  
Division Administrator  
Federal Highway Administration

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## I. Introduction and Location

The Oklahoma Department of Transportation (ODOT) proposes to reconstruct the existing I-35/I-240 interchange near Oklahoma City in Oklahoma County. The project proposes to reconstruct the existing interchange to a multi-level interchange. A single exit design would be provided for the new interchange with the exception of eastbound I-240, which would be a two-lane exit. Currently, there are difficult weaving movements associated with the existing configuration. With the new configuration, all exits and entrances would be from the right, which would eliminate weaving movements from occurring and be more congruent with driver expectation.

This Environmental Assessment (EA) has been prepared to comply with the National Environmental Policy Act of 1969 (NEPA) as amended. The Federal Highway Administration (FHWA), U.S. Department of Transportation, is the lead federal agency and has developed environmental regulations for highway projects. These regulations, Title 23 of the Code of Federal Regulations, Part 771, provide instructions for assessing environmental impacts specific to federally funded transportation projects. This document has been developed in consultation with the FHWA and is submitted pursuant to 42 USC-4332 (2)(C) and 49 USC 303. This EA provides appropriate information regarding the project's social, economic, and environmental impacts.

The project area includes the interchange along I-35 from north of S.E. 66<sup>th</sup> to south of S.E. 82<sup>nd</sup> Avenue and along I-240 from west of Shields Boulevard to Eastern Avenue. **Figure 1** depicts the project location.

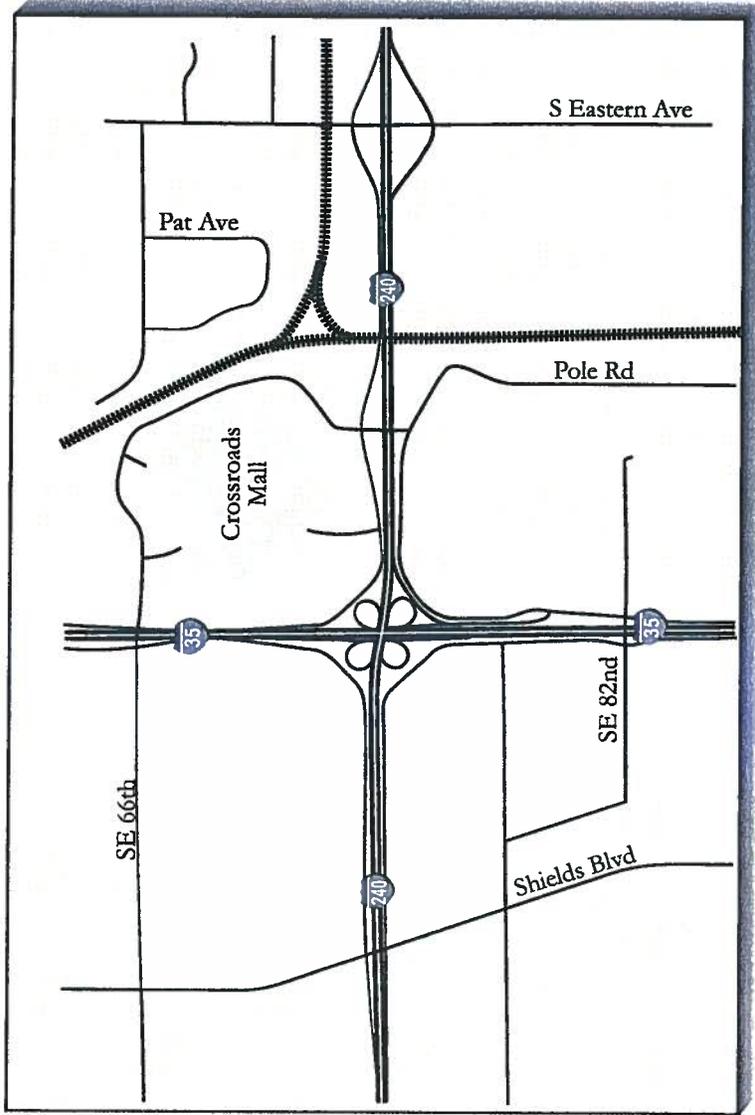
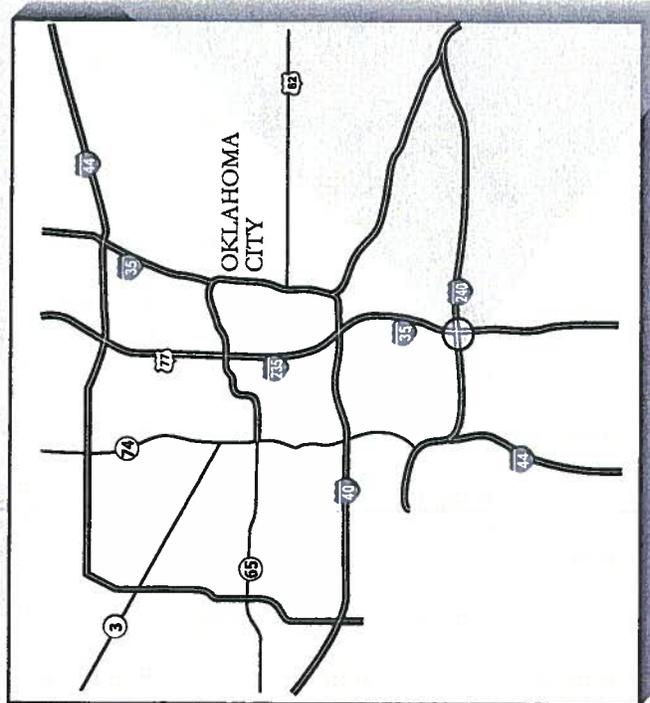
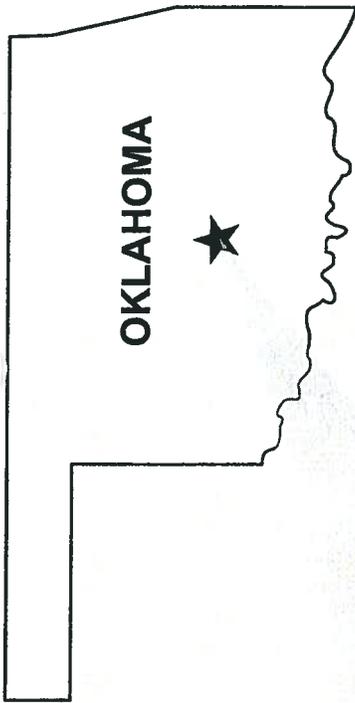
## II. Purpose and Need for the Project

The existing interchange configuration is a full cloverleaf with collector and distributor roads. ODOT has completed two evaluation studies of the interchange, *The Preliminary Design Study for I-35/I-240*, Poe and Associates, 1988 and a *Functional Plan Report for the I-35/I-240 Interchange*, Poe and Associates, 2002. These documents are on file at the ODOT Planning and Research Division in Oklahoma City. The 1988 study concluded that the existing facility suffers from congestion caused by local interchange density (i.e., there are too many movements that are too close together), outdated geometrics affecting its operations and safety, and traffic volumes that have exceeded the design capacity. This constrained capacity will lead to worsening operating conditions such as deterioration in speed, freedom to maneuver, comfort, convenience, and safety.

The 1988 study cited the following specific problem areas:

### Weaving

There are weaving areas throughout the entire interchange that prohibit safe and efficient movement of traffic. Most problematic are the movements for eastbound I-240 to southbound I-35 and northbound I-35 to westbound I-240. These movements involve up to three weaving maneuvers. Eastbound I-240 to southbound I-35 traffic movement also has the potential to create back-up on both freeways.



I-35/I-240 Interchange Project

Project Area Location Map

Figure 1

Access

There are too many access points to and from the interchange causing congestion within the interchange reducing overall traffic efficiency.

Capacity

Analysis shows that the existing traffic lanes are at capacity causing traffic stoppage and slowdowns. The facility was designed in the late 1950s based upon future traffic projections for 1975. Studies indicate that I-35 reached its design capacity in 1968.

Bridges

Existing bridges are insufficient to handle any lane additions that will be necessary to improve operating conditions in the interchange.

Ramps

Ramp lengths are generally too short and inefficient to allow for traffic to accelerate or decelerate for safe merging into or out of traffic.

Accident Data

Accident data from 1985 to 1987 shows many areas within the interchange where high accident rates occur. Locations of these accidents indicate that they are due to deficiencies in the roadway configurations, such as limited acceleration and deceleration lanes. The on-ramp to southbound I-35 from eastbound I-240 is an area of particular concern. Traffic volumes during peak hours indicate that the interchange has reached capacity. This "saturated" state produces a higher risk for vehicular traffic in ramp and weave areas.

Accident data from the 2002 report covering the three-year period from June 1, 1999, to May 31, 2002, shows a total of 1,353 collisions involving 2,514 vehicles. Over 60% of the accidents were rear-end collisions, 42% of these occurred in the morning and evening peak periods. Same-direction side swipes amounted to 13% of the total. Both of these types of accidents can be attributed to traffic congestion at peak periods resulting in "stop-and-go" traffic and outdated roadway geometrics.

*The Functional Plan Report for the I-35/I-240 Interchange, 2002* conducted an analysis of traffic capacity operations for the year 2030 on the interchange. The analysis was conducted using the *Highway Capacity Manual, Special Report 209*. This analysis provides a measure of the amount of traffic that any given facility can accommodate. It provides an estimate of the maximum amount of traffic that a facility can accommodate while still maintaining traffic operations. Level-of-service (LOS) is an indicator used to measure operating conditions such as freedom to maneuver, speed, comfort, convenience, and safety. **Table 1** lists LOS definitions.

**Table 1 Level of Service Definitions**

Level Of Service (LOS)	Definition
A	<b>Primarily free-flow operations.</b> Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. Even at the maximum density for LOS A, the average spacing between vehicles is about 528 feet (approximately 26 car lengths), which affords the motorist with a high level of physical and psychological comfort.
B	<b>Reasonable free-flow.</b> The lowest average spacing between vehicles is about 330 feet (approximately 18 car lengths). The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.
C	<b>Flow with speeds still at or near the free-flow speed of the freeway.</b> Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more vigilance on the part of the driver. Minimum average spacings are in the range of 220 feet (11 car lengths).
D	<b>Speeds begin to decline slightly with increasing flows.</b> Density begins to deteriorate more quickly with increasing flow. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Vehicles are spaced at about 65 feet (nine car lengths).
E	<b>Operation at capacity.</b> Operations are volatile because there are virtually no usable gaps in the traffic stream. Vehicles are spaced at approximately six car lengths, leaving little room to maneuver within the traffic stream at speeds that exceed 50 mph. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is extremely poor.
F	<b>Breakdowns in vehicular flow.</b> Breakdowns result from traffic incidents, recurring points of congestion (merge/weave areas), and locations where project peak flow rate exceeds the estimated capacity. The breakdowns create queues behind the breakdown location.

Source: *Highway Capacity Manual, Special Report 209, Third Edition, Updated 1994.*

An LOS analysis for the existing interchange was conducted using average daily traffic (ADT) counts from 1988. The analysis showed the interchange two movements operating at LOS C (Southbound I-35 to Westbound I-240 and Southbound I-35 to Eastbound I-240) and the remaining ramps operating at LOS D or F. Table 2 summarizes these results.

**Table 2 1988 LOS – Existing Facility**

Movement	LOS	1988 ADT
Northbound I-35 to Westbound I-240	F	12,368
Northbound I-35 to Eastbound I-240	D	6,555
Southbound I-35 to Westbound I-240	C	7,734
Southbound I-35 to Eastbound I-240	C	2,272
Eastbound I-240 to Southbound I-35	F	13,158
Eastbound I-240 to Northbound I-35	D	5,546
Westbound I-240 to Northbound I-35	D	3,000
Westbound I-240 to Southbound I-35	D	4,634

Due to the roadway and operational deficiencies such as inadequate capacity, poorly placed access, substandard bridge and ramp configurations and future traffic projections, the proposed improvements are needed.

### III. Alternatives Considered

Numerous alternatives were considered for this interchange. These were explored in detail in the *Preliminary Design Study for I-35/I-240, 1988*. The goal of the study was to consider various types of interchange design, which would safely accommodate future traffic volumes.

Two interchange types were considered to meet this goal - full directional and semi-directional. Based on these interchange types, six conceptual interchange designs were developed to address future traffic demands, existing and probable future land uses, and the proposed configuration of the I-35 and I-240 roadways connecting with the interchange. Detailed descriptions of the interchanges are included in the final report. The conceptual alternatives included:

- **Conceptual Alternative No. 1** – Four-level, fully-directional interchange with a southern shift of I-240.
- **Conceptual Alternative No. 2** – Four-level, fully-directional interchange, with two exits and two entrances in each direction. This also entails a southern shift of I-240.
- **Conceptual Alternative No. 3** – Three-level, semi-directional interchange with loops in two quadrants. This alternative would follow the existing alignment.
- **Conceptual Alternative No. 4** – Three-level, semi-directional partial cloverleaf interchange with a southern shift of I-240.
- **Conceptual Alternative No. 5** – Three-level, semi-directional partial cloverleaf interchange with a southern shift of I-240. Also incorporates a double exit design.
- **Conceptual Alternative No. 6** – Semi-directional partial cloverleaf. This alternative would be placed on the existing alignment.

In addition to these six build options, the No-Build Alternative was analyzed. Under the No-Build Alternative, no major transportation improvements would be made in the corridors beyond those already programmed and funded by the City of Oklahoma City or ODOT. However, it does assume that routine maintenance would continue on both I-35 and I-240.

The evaluation process included the development of objective design criteria to assess how each of the alternatives met the goal of the study. The criteria was based on total cost, level-of-service, accessibility, constructability and right-of-way requirements. Three alternatives, Alternatives 4, 5, and 6, were ranked the highest. These three alternatives were then refined and elements from each combined to form Alternative 5A, which represented the best design elements of Alternatives 4, 5, and 6. Alternative 5A is a three-level, semi-directional partial cloverleaf interchange with a slight southern shift of I-240. It also incorporates larger radii on the cloverleaf ramps.

A public meeting was held in March of 2003 to present the No-Build, six initial alternatives, Alternative 5A, and evaluation table. In addition to a screening process, comments were received at a public meeting held in August, 2003 (see Appendix 8 for the alternative evaluation table, comments, and alternative designs presented at the meeting).

Based on public input and alternative evaluation, the seven build alternatives were reduced to two alternatives: full directional interchange and semi-directional interchange. **Table 3** shows the comparison of these two alternatives and the no action based on safety, access provided, displacements, right-of-way needs, difficulty to construct, noise, and construction costs.

During the public meeting and meetings with property owners, concern was raised over the reduced access to properties near the interchange. To address these concerns, ODOT conducted additional design and traffic studies at three locations.

- I-35 and S.E. 59<sup>th</sup> Street Interchange: As part of the proposed I-35/I-240 interchange design, the entrance ramp from S.E. 66<sup>th</sup> Street to southbound I-35 and the exit ramp from northbound I-35 to S.E. 66<sup>th</sup> Street will be eliminated. Vehicles currently accessing I-35 from S.E. 66<sup>th</sup> would be expected to use the next interchange north at S.E. 59<sup>th</sup> Street. Therefore, additional modifications to the S.E. 59<sup>th</sup> Street interchange were evaluated to improve the efficiency of traffic flow. Based on traffic analysis and review of the bridge structures, the addition of a turnaround lane on the south side of the existing S.E. 59<sup>th</sup> Street bridge will be implemented to improve traffic flow in the area.
- I-35 Service Road at Crossroads Mall: The proposed I-35/I-240 interchange improvements will require the ramps and service roads in the Northeast quadrant to be relocated generally to the Northeast and will require the acquisition of several large commercial properties. To minimize the need for right-of-way, preserve existing businesses, and maintain local access, three options were considered. Each option was studied based on conceptual drawings to determine right-of-way requirements and preliminary cost estimates. The existing main access to the commercial and retail properties is from the north and east sides, not the service road. Removing the service road from west of Best Buy and east of the Texas Roadhouse would eliminate the need to acquire several large commercial properties without altering the primary access to the businesses. However, removing this section of the service road would alter access to the loading dock of one business (Best Buy) and secondary access to another business (Hibdon Tires) and would affect traffic patterns and reroute traffic through the Crossroads Mall private roadway system. As part of the proposed design for the I-35/I-240 interchange improvements, the service road from west of Best Buy and east of the Texas Roadhouse will be eliminated to minimize the need for right-of-way and preserve existing businesses.
- I-240 at Pole/Eastern Avenue Interchange: As part of the proposed I-35/I-240 interchange improvements, the exit ramp from eastbound I-240 to Pole Road and entrance ramp from Pole Road to westbound I-240 will be eliminated because of geometric and safety constraints. Closing Pole Road would require traffic to utilize the existing I-240/Eastern Avenue interchange. Several options were studied to help maintain access to the adjacent properties. Based on the analysis, additional turn lanes and signalization at the Eastern Avenue will be implemented to help maintain circulation and access.

Table 3 Evaluation Criteria

Alternative	Safety	Access Provided	Possible Displacements and/or Impacts	Right-of-Way Needs	Difficulty to Construct	Noise	Construction Cost
<b>No Action</b>	<ul style="list-style-type: none"> <li>Limited acceleration/ deceleration distances on ramps and in weaving areas between ramps</li> <li>Numerous weaving area causing inefficient traffic flow and slowdowns</li> <li>Too many access points which reduces efficiency</li> <li>Does not meet current design and safety standards</li> </ul>	<ul style="list-style-type: none"> <li>WB I-240 to Shields Blvd, NB I-35, SB I-35, Pole Rd. &amp; Eastern Ave.</li> <li>Shield Blvd to WB I-240</li> <li>EB I-240 to Eastern Ave, NB I-35, SB I-35 &amp; Shields Blvd.</li> <li>Pole Rd. &amp; Shields Blvd to WB I-240</li> <li>NB I-35 to SE 82<sup>nd</sup> St., WB I-240 &amp; EB I-240</li> <li>SE 82<sup>nd</sup> St &amp; 66<sup>th</sup> to NB I-35</li> <li>SB I-35 to SE 66<sup>th</sup>, WB I-240, EB I-240 &amp; SE 82<sup>nd</sup></li> <li>SE 66<sup>th</sup> St. to SB I-35</li> </ul>	<ul style="list-style-type: none"> <li>No residential or business displacements</li> </ul>	No right-of-way required	No construction required	Noise can be expected to increase with growing traffic	No cost
<b>Full Directional Interchange (4 level)</b>	<ul style="list-style-type: none"> <li>Increases acceleration/ deceleration distances on ramps</li> <li>Eliminates weaving areas</li> <li>Meets current design and safety standards</li> </ul>	<ul style="list-style-type: none"> <li>WB I-240 to Eastern Ave, NB I-35 &amp; SB I-35</li> <li>Shields to WB I-240</li> <li>EB I-240 to Shields Blvd, NB I-35, SB I-35 &amp; Eastern Ave.</li> <li>NB I-35 to WB I-240 &amp; EB I-240</li> <li>SB I-35 to SE 66<sup>th</sup>, WB I-240 &amp; EB I-240</li> </ul>	<ul style="list-style-type: none"> <li>3 to 4 multi-family buildings</li> <li>3 to 10 commercial buildings</li> <li>1 pet cemetery</li> </ul>	45 to 55 acres of additional right-of-way needed	<ul style="list-style-type: none"> <li>More complex design therefore would be more difficult to construct</li> <li>Requires bridges structures including more complex (curved) structures</li> <li>Would require a longer construction time than a semi-directional interchange</li> <li>Would impact traffic for longer time thereby increasing user cost &amp; delay</li> </ul>	Noise levels would exceed the FHWA noise criteria at adjacent properties	\$90 to \$110 Million
<b>Semi-directional Interchange (3 level)</b>	<ul style="list-style-type: none"> <li>Increases acceleration/ deceleration distances on ramps</li> <li>Eliminates weaving areas</li> <li>Meets current design and safety standards</li> </ul>	<ul style="list-style-type: none"> <li>WB I-240 to Eastern Ave, NB I-35, SB I-35 &amp; Shields Blvd</li> <li>Shield Blvd to WB I-240</li> <li>EB I-240 to Shields Blvd, NB I-35, SB I-35 &amp; Eastern Ave.</li> <li>NB I-35 to WB I-240 &amp; EB I-240</li> <li>SB I-35 to SE 66<sup>th</sup>, WB I-240 &amp; EB I-240</li> </ul>	<ul style="list-style-type: none"> <li>3 to 20 multi-family buildings</li> <li>0 to 25 single-family homes</li> <li>1 to 4 commercial buildings</li> <li>1 pet cemetery</li> </ul>	30 to 42 acres of additional right-of-way needed	<ul style="list-style-type: none"> <li>Less difficult to build than full directional interchange</li> <li>Requires fewer bridges than full directional</li> <li>Would require a shorter construction time than a full directional interchange</li> <li>Less disruption to traffic due to shorter construction time</li> </ul>	Noise levels would exceed the FHWA noise criteria at adjacent properties	\$70 to \$90 Million

WB = Westbound EB = Eastbound SB = Southbound NB = Northbound

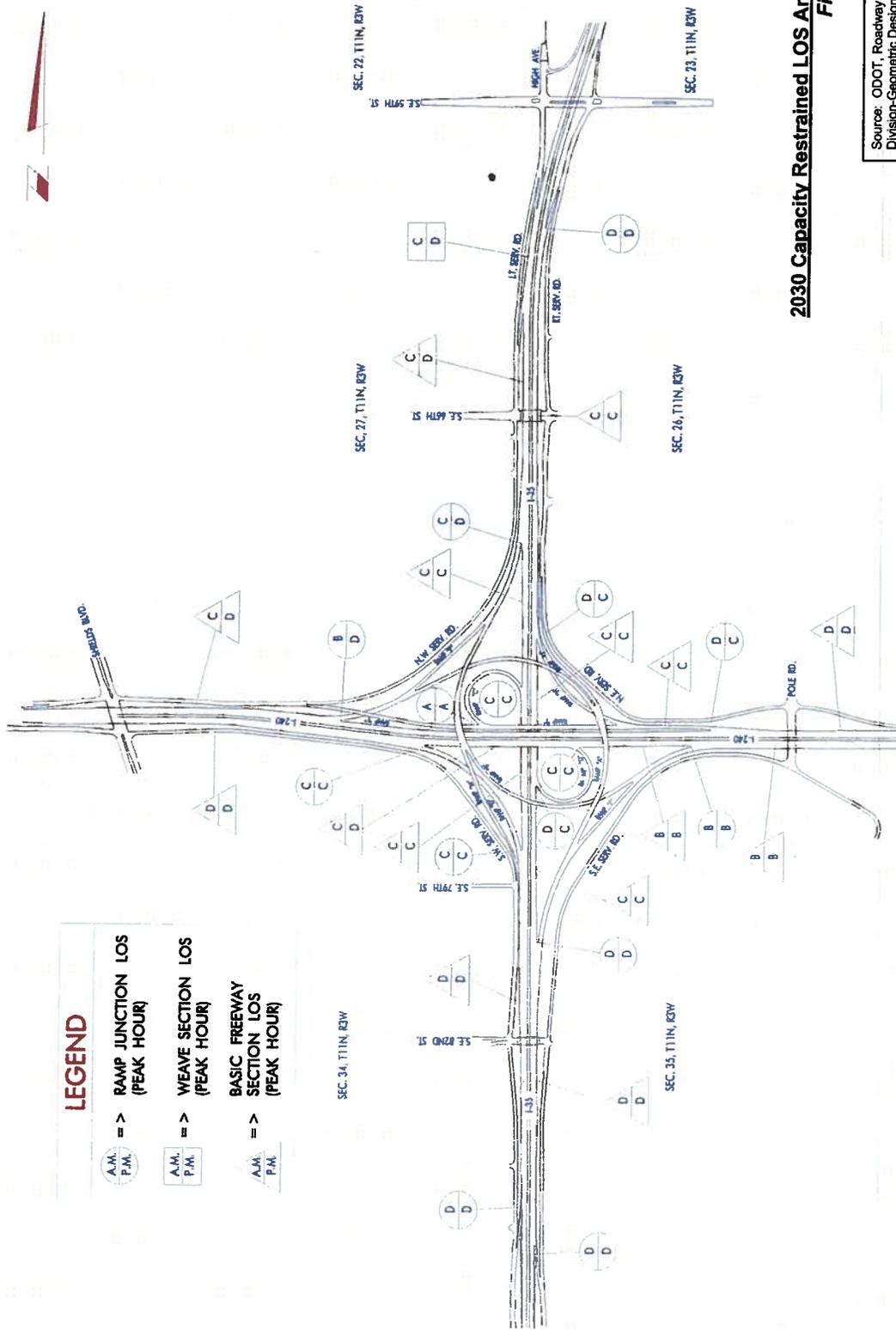
Based on the semi-directional interchange design, a LOS analysis was performed using projected traffic volumes for the year 2030. The right-of-way adjacent to the interchange is constricted because of existing development, which make it is unfeasible to provide additional through mainlanes on I-35 and I-240. Because I-35 and I-240 cannot be widened and additional roadway capacity added, this would restrict or constrain the amount of traffic in the interchange. It is anticipated that both I-35 and I-240 will reach capacity before the year 2030; therefore, both freeway facilities were considered capacity constrained in the traffic analysis. However, even with the capacity constrained conditions traffic volumes are projected to increase an average of almost 300% from 1988 to 2030. The 2030 traffic analysis (see **Figure 2**) showed the LOS in the interchange would be the same or improved from 1988 levels. **Table 4** shows the projected 2030 ADT and vehicles per hour (vph) for the morning and evening peak periods.

**Table 4 Projected 2030 Traffic Volumes**

Movement	2030 Traffic Volumes		
	AM Volumes (vph)	PM Volumes (vph)	ADT
Northbound I-35	3,330 to 6,030	2,915 to 5,900	35,000 to 76,000
Southbound I-35	3,120 to 4,700	3,450 to 6,115	39,700 to 76,600
Eastbound I-240	2,250 to 5,290	2,410 to 5,290	39,900 to 84,200
Westbound I-240	3,140 to 5,210	3,050 to 6,030	38,300 to 81,400
Northbound I-35 to Eastbound I-240	970	900	11,000
Northbound I-35 to Westbound I-240	1730	2085	30,000
Southbound I-35 to Eastbound I-240	800	1485	20,000
Southbound I-35 to Westbound I-240	570	700	10,000
Eastbound I-240 to Northbound I-35	1270	1380	19,000
Eastbound I-240 to Southbound I-35	1770	1500	25,300
Westbound I-240 to Northbound I-35	720	550	7,700
Westbound I-240 to Southbound I-35	750	890	11,000

Note: Traffic volumes vary by location taken, i.e., before or after ramps.

Based on the engineering analysis and public involvement conducted for the project, the semi-directional interchange provides the best solution to balancing level of service, construction cost, constructability/maintenance of traffic during construction, and access to existing land uses. From a traffic capacity perspective, the full directional interchange would be most suitable for a system interchange due to I-240 and I-35 being capacity constrained; however, the proposed semi-directional alternative would improve the traffic operations as well. The semi-directional interchange would cost less than full directional interchange while providing more local access. The semi-directional interchange requires less additional right-of-way because it does not require a major shift in the alignment of I-240 for construction, as does the full directional interchange. Additionally, the semi-directional interchange provides the best balance of access to all four quadrants of the interchange. Therefore, the semi-directional interchange has been selected as the preferred alternative (see **Figure 3**).



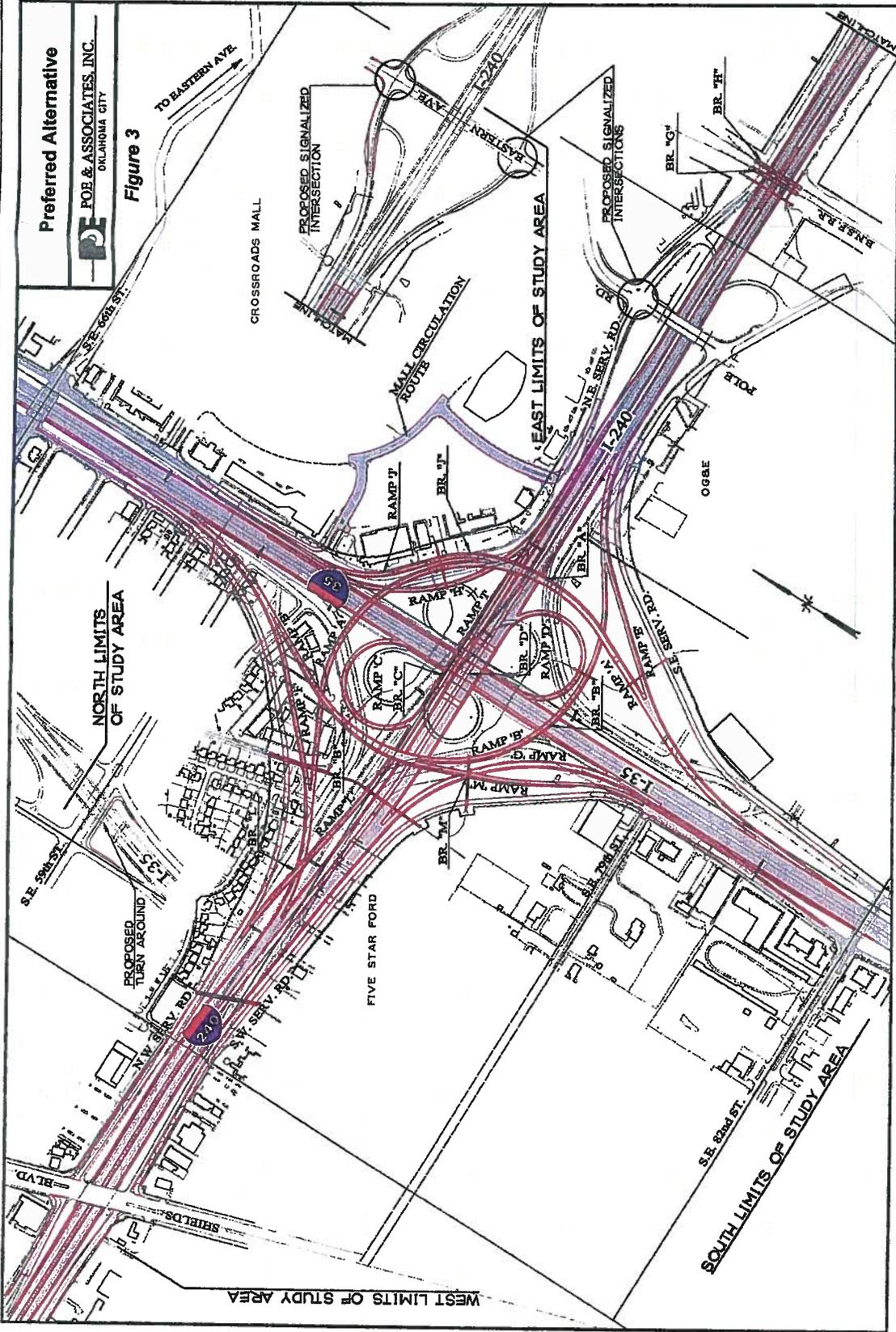
2030 Capacity Restrained LOS Analysis  
Figure 2

Source: ODOT, Roadway  
Division-Geometric Design Branch

Preferred Alternative

POB & ASSOCIATES, INC.  
OKLAHOMA CITY

Figure 3



## IV. Social, Economic and Environmental Impacts

Appendix 1 lists the social, economic and environmental factors for the Preferred Alternative.

### Land Use

Aerial photographs and a visual survey provided the existing land use data within the study area. The following land uses occur in the study area: residential, commercial, and light industrial. Table 5 lists the zoning designations that occur within the study area according to the City of Oklahoma's *Planning and Land Use Code*.

**Table 5 Zoning Designations**

Designation	Permitted Uses Include:
I-2 – Moderate industrial, retail	Public utilities, offices, agricultural supplies, museums, vets, automotive uses, businesses, communications and construction, sports and entertainment and wholesaling
I-1 – Light industrial	Public utilities, museums, offices, agricultural supplies, vets, automotive uses, businesses, communications and construction, sports and entertainment and wholesaling
C-3 – Community commercial	Community, education institutions, public utilities, community recreation, offices, automotive, food and beverage establishments

Source: City of Oklahoma's *Planning and Land Use Code*

\*Please note: exceptions to zoning can be permitted if certain conditions are met (i.e., residential areas can be mixed-in with the light industrial areas).

### Right-of-Way and Displacements

The preferred alternative would require approximately 41.5 acres of additional right-of-way. Potential impacts and/or displacements could include one business, up to 20 multi-family residential buildings, up to 25 single-family homes, and one pet cemetery.

Right-of-way acquisition would be in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended. ODOT's Relocation Assistance Program provides financial assistance for relocation expense and advisory assistance in relocation resources available within the area.

### Social and Economic Impacts Including Environmental Justice

#### *Population Characteristics*

The I-35/I-240 Interchange is located in Oklahoma County, Oklahoma. According to the 2000 Census, the population of Oklahoma County is 660,448. US Census data for Oklahoma County indicates that 70% of the population is White, 15% is Black, 3% is Asian, 9% of the population is Hispanic or Latino, and another 3.3% is comprised of all of the remaining races.<sup>1</sup>

<sup>1</sup> Please note Hispanic or Latino are not considered a "race" so the total percentage of ethnicities may exceed 100%.

### ***Economic Profile of Oklahoma County***

Oklahoma County is the economic center of the state. Information from the U.S. Department of Commerce indicates that the county is the chief market for livestock and agricultural industries, as well as major wholesaling and job center in the area. The major sources of income in the county are oil, agriculture, manufacturing, business, and government. The project area, located at the junction of two highways has employment dominated by retail and services industries. The Crossroads Shopping Mall in the Northeast quadrant of the interchange could be considered the primary employer of the project area. The number of retail stores leased in the mall varies, but is currently at 140, including three anchor department stores. There is one vacant anchor store. The gross sales from these stores is approximated at \$115 million annually. Revenue in 2003 dropped 1% in the last year but generally remains flat.

These following types of businesses would be affected by the proposed project:

- Manufacturing
- Retail
- Recreation
- Utilities

Access to businesses may change, but all properties would remain accessible. When construction is completed, permanent signage to retail, commercial, and industrial facilities could be considered in accordance with ODOT signage policy and guidelines.

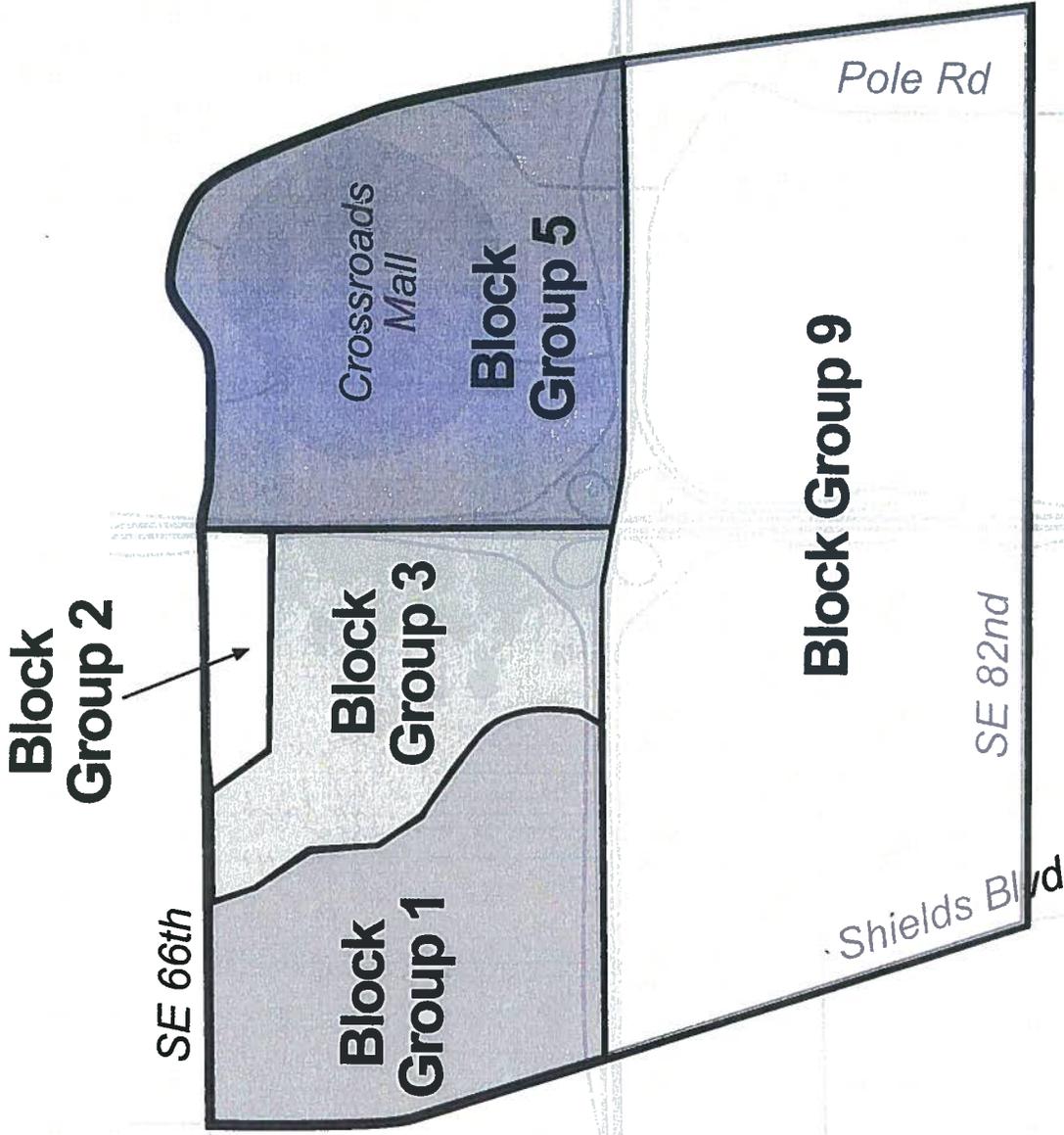
Short-term construction-related impacts may affect the community as well. Impacts could include occasional traffic congestion on or surrounding the interchange, restricted access to homes and businesses, and noise and dust associated with construction activity. Mitigation could include temporary signage that directs traveling customers and clients to their destinations. During the construction plan development stage, a detailed traffic control plan will be developed in accordance with ODOT requirements.

Long-term community and economic benefits could occur to area residents and businesses as capacity at the interchange increases and unsafe conditions are eliminated easing travel in and out of the project area.

### ***Environmental Justice***

In February 1994 Executive Order 12898 was issued requiring federal agencies to incorporate consideration of environmental justice into the NEPA evaluation process. The purpose of this order was to ensure that minority and low-income populations and minority-owned businesses do not receive disproportionately high and adverse human health or environmental impacts as a result of federal actions.

Total 2000 population for Oklahoma County is 660,448 with a population that is 29% racial minority (including Hispanic or Latino). I-35/I-240 is located in census tract 1073.02. There are portions of five Census "block groups" present in the study area. All five block groups are located within Oklahoma County. **Figure 4** depicts these groups. The population for the five census block groups is shown in **Table 6**.



**Table 6 Census Block Population**

Census Block Group	Total Pop.	White	Black	American Indian	Asian	Hispanic/Latino	Other	Total Minority	Percent Minority
Blk. Grp. 1 Census Tract 1073.02	1022	776	44	52	7	173	0	276	27%
Blk. Grp. 2 Census Tract 1073.02	949	620	33	32	0	210	0	275	29%
Blk. Grp. 3 Census Tract 1073.02	613	375	41	37	41	137	0	256	41%
Blk. Grp. 5 Census Tract 1073.03	856	625	35	65	0	63	2	165	19%
Blk. Grp. 9 Census Tract 1073.3	1034	772	62	0	0	117	0	179	17%

Source: US Census Bureau

The percentage of minorities in Block Group 3, Census Tract 1073.02 is higher (41%) than the 29% total for Oklahoma County; however, the remaining block groups in the project area have a minority composition at or below 29%.

The average wage for Oklahoma County in 2000 based upon information provided by the Oklahoma Department of Commerce is \$28,905 and the per capita income is \$27,868. The household median income for the county is \$35,063. The percentage of persons living below poverty level in Oklahoma County is 15% according to the US Census. The census uses a set of money income thresholds that vary by family size and composition to determine low income designation. If the family's total income is less than that family's threshold, every individual in the family is designated as low income. The thresholds are updated annually.

The percentage of persons living below the poverty level in the five referenced census block groups is shown in **Table 7**.

**Table 7 Census Block Percentages of Persons Living Below Poverty Level**

Census Block Group	Census Block Percentage Below Poverty Level
Blk. Grp. 1 Census Tract 1073.02	19%
Blk. Grp. 2 Census Tract 1073.02	24%
Blk. Grp. 3 Census Tract 1073.02	4%
Blk. Grp. 5 Census Tract 1073.03	26%
Blk. Grp. 9 Census Tract 1073.03	20%

All of the block groups in the project area have a greater percentage of people living in poverty than the 15% county average with the exception of Block Group 3, which has 4% living in poverty.

There are several multi-family buildings in the project area with average monthly rents between \$400 and \$500. According to 2000 Census data, the median rent for Oklahoma County is \$387 which indicates that occupants of the multi-family buildings in the project area are likely not low-

income since lower rent prices are available elsewhere in the county. The same Year 2000 Census data indicates that there are 13,878 rental units vacant in the county indicating there is no shortage of vacant rental units.

There could be some noise impacts to residential receptors in the study area, see the noise section for more detailed information. However, these impacts will not cause disproportionately high or adverse effects to a minority or low income populations.

Positive impacts could include eased access leading to economic development, improved level of service and associated safety for those residents accessing the area. Also, the block group that may be affected the most by the proposed project (Northwest quadrant block group 3 Census tract 1073.02) has a very low rate of poverty and the highest household median income (\$31,528) of all of the census block groups within the project area.

A December 1998 FHWA policy states that the actions to address environmental justice in minority and low-income populations will prevent, "disproportionately high and adverse effects." As a result of the Census data analysis, discussions with local officials and proposed right-of-way limits, the displacements necessitated by the proposed improvements to the I-35/I-240 interchange would not result in a disproportionately high or adverse effect for minority or low income populations in the general project area. The impacts suffered by the minority and low income portions of the study area are not appreciably more severe or greater than the effect that will be suffered by the non-minority and non-low income population of the county.

**Noise**

A noise study was completed that complies with the ODOT Policy Directive *Highway Noise Abatement* (see **Appendix 2**). The purpose of the noise study is to determine the noise impacts and the possible mitigation of these impacts from the proposed interchange improvements. Noise impacts were determined by modeling future noise levels for all of the alignments and comparing these levels with the existing noise levels and the noise abatement criteria established in 23 CFR 772 (**Table 8** lists the FHWA noise abatement criteria).

**Table 8 Noise Abatement Criteria**

Activity Category	Leq Noise Level	Description Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of these qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheatres, particular parks or portions of parks, open spaces, or historic districts that are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sport areas, and parks that are not included in Category A. Residences, motels, hotels, public meeting rooms, schools, churches, libraries and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	Undeveloped lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Source: Federal Highway Administration

Existing noise readings were determined using field measurements; all measurements were taken near existing roadways at the existing right-of-way line. The exterior noise levels ranged between 56 to 71 dBA. There are no other sources that contribute to substantial background noise. Therefore, it is assumed for this study that noise levels for the design year is due to highway traffic.

Field measurements were taken at a total of 12 sensitive receivers consisting of eight individual residences, one church (Crossroads Baptist Church), and three hotels (Green Carpet Inn, Marriott, and Ramada Inn). In the Northwest quadrant of the I-35/I-240 Interchange, residential sensitive receivers, rather than commercial, directly abut the existing and/or proposed right-of-way.

Future noise levels were modeled using existing traffic data. **Table 9** shows the predicted noise levels in 2030. The hourly equivalent exterior sound levels without noise barriers range between 47 dB and 77 dB.

**Table 9 Receivers and 2030 Predicted Noise Levels**

Receiver ID/ Location	Distance from Frontage Road Centerline	NAC Category	NAC Level	2030 Predicted Noise Level (dB)	Noise Impact?	Comments
R1, Residence, W I-240/NW frontage	60'	B	67	76	Yes	Exceeds NAC
R2, Residence, SE 79 <sup>th</sup> /S I-35 SW frontage	905'	B	67	64	No	
R3, Green Carpet Inn, SE 82 <sup>nd</sup> / S I-35 SW frontage	97'	B	67	75	Yes	Exceeds NAC
R4, Marriott, W I-240/NE frontage	65'	B	67	75	Yes	Exceeds NAC
R5, Crossroads Baptist Church, SE 69 <sup>th</sup> /S I-35	52'	E	52	47*	No	
R6, Ramada Inn, N I-35/NE frontage	107'	B	67	73	Yes	Exceeds NAC
R7, Residence, W I-240/NW frontage	147'	B	67	72	Yes	Exceeds NAC
R8, Residence in NW quadrant, NW frontage	163'	B	67	66	Yes	Exceeds NAC
R9, Residence in NW quadrant, NW frontage	100'	B	67	67	Yes	Meets NAC
R10, Residence in NW quadrant, NW frontage	83'	B	67	71	Yes	Exceeds NAC
R11, Residence in NW quadrant, NW frontage	103'	B	67	72	Yes	Exceeds NAC
R12, Residence in NW quadrant, NW frontage	52'	B	67	74	Yes	Exceeds NAC
XTR56, Residence in NW quadrant, NW frontage	50'	B	67	74	Yes	Exceeds NAC
XTR57, Residence in NW quadrant, NW frontage	52'	B	67	75	Yes	Exceeds NAC

\* Interior noise level is calculated by subtracting a noise reduction factor from exterior noise levels. A 30-dBA reduction factor was applied for the church exterior reading of 77 dBA, based on FHWA guidelines (Source NCHRP report 117, *Highway Noise – A Design Guide for Highway Engineers*).

Based on the noise model results for the receivers listed in Table 7 and contour levels developed for 2030 noise levels, noise impacts would occur in all four quadrants of the interchange. It is estimated that noise levels approaching or exceeding the Category B NAC level would impact approximately 21 first row residential receivers in the Northwest quadrant. In the Northeast quadrant, the Ramada Inn (R6) and Marriott (R4) would be impacted by noise levels above the Category B NAC. In the Southwest quadrant, the Five Star Ford Dealership, the Green Carpet Inn (R3), and approximately 15 additional commercial properties would experience noise levels above the Category C NAC of 72 dBA established for commercial properties. The Blazer's Ice Center and Oklahoma Gas and Electric Company found in the Southeast quadrant would also be impacted by exterior noise levels above Category C NAC.

If a noise impact is anticipated, noise abatement must be considered. As indicated in Table 7, the proposed project will result in traffic noise impacts. Therefore, noise abatement measures were considered for the project. Four abatement measures were considered:

- Physical alteration of vertical and or horizontal alignment of the roadway
- Noise buffer zones by acquisition of undeveloped property
- Traffic management
- Noise walls

Alteration of Horizontal and/or Vertical Alignments: Any alteration of the existing alignment would displace existing businesses and residences, require additional right-of-way and not be cost effective/reasonable.

Buffer Zone: The acquisition of sufficient undeveloped land adjacent to the highway project to preclude future development that could be impacted by highway traffic noise would not be cost effective/reasonable.

Traffic Management: Control devices could be used to reduce the speed of the traffic; however, the minor benefit of one dBA per five mph reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for certain vehicles are prohibited on state highways.

Noise Walls: This is the most commonly used noise abatement measure. However, for this project, a noise wall would severely restrict access to adjacent activity areas. Numerous gaps in the noise barrier for driveways and streets would satisfy access requirements but render the barrier ineffective (infeasible). Also, noise barriers could have a detrimental impact on nearby businesses by restricting views and access by potential customers. Finally, a noise barrier would not be cost effective for an individual receiver.

Before any abatement measure can be incorporated into the project, it must be both feasible and reasonable. If a noise impact is anticipated, noise abatement must be considered. In order to be feasible, the measure should substantially reduce noise levels by at least seven dBA at impacted first row receivers; and to be reasonable it should not exceed \$30,000 for each benefited receiver. A benefited receiver is a residential receptor that receives at least a five dBA reduction when compared to no mitigation and includes all residential receptors (not just first row receptor). For the detailed analysis see **Appendix 2**.

The NAC was approached, equaled, or exceeded at 11 of the 14-modeled receivers. Noise walls were analyzed for eight receivers found in the Northwest quadrant, but did not meet the criteria to be considered both reasonable and feasible. These noise walls were modeled at both

right-of-way line and between the service road and mainlanes. The noise wall at the right-of-way line would require numerous gaps to allow for driveways and streets to maintain local access requirements making a noise wall ineffective. The noise wall between the service road and mainlanes did not mitigate noise from the service road and therefore would not substantially reduce noise levels at the receivers.

In the Northeast quadrant, the three other impacted receivers represent hotels along the corridor. In the Southwest and Southeast quadrants, several commercial properties would also be impacted by noise. The hotels are commercial properties and *ODOT Noise Policy Directive* does not allow mitigation for commercial properties. Therefore, noise mitigation is not reasonable or feasible for any of the locations and is not proposed for this project. The preliminary noise study was conducted utilizing conceptual design information. When project plans are prepared, the Department will revisit the noise analysis to determine if reasonable and feasible noise abatement can be accomplished or if noise mitigation is not reasonable or feasible for any of the locations at the project site.

### Water Quality

Surface water resources in the project area consist primarily of streams and wet areas shown in **Table 10**.

**Table 10 Surface Water Resources**

Waterbody	Location	Description
1	0.40 mile west of I-240/I-35 interchange	Ephemeral streambed
2	810 feet west of I-240/I-35 interchange	Ephemeral streambed
3	450 feet south of I-240/I-35 interchange	Ephemeral streambed (has been relocated and channelized)
4	655 feet Southeast of I-240/I-35 interchange	Forested wet area
5	910 feet Southeast of I-240/I-35 interchange	Herbaceous wet area

All surface water along the project corridor flows into Lightning Creek and then on to the North Canadian River in the Beaver-North Canadian sub-basin. According to the draft *Year 2002 Beneficial Use Monitoring Report (BUMR)*, the segment of North Canadian River from the confluence of Crooked Oak Creek downstream to an unnamed tributary near Horseshoe Lake is assigned the following beneficial uses:

- Emergency water supply
- Warmwater aquatic community
- Agriculture Class I irrigation
- Primary body contact - recreation
- Aesthetics

The project corridor overlies the Central Oklahoma Aquifer, also known as Garber Wellington Aquifer. The aquifer underlies about 2,900 square miles in central Oklahoma. It is an important water supply for several suburban communities in the Oklahoma City area and is a source of domestic water supplies. The aquifer consists of massive cross-bedded, fine-grained sandstone that is interbedded with shale and siltstone. It is a maximum thickness of approximately 1,000 feet and a saturated thickness that ranges from 150 to 650 feet. Water within the aquifer is generally unconfined in the upper 200 feet and partly confined at greater depths. The depth to

the base of fresh water in most of the area is between 500 to 1,000 feet. Wells completed in the aquifer normally yield 100 to 300 gallons per minute. Water within the aquifer becomes more mineralized with depth (US Geological Survey, 1996). However, sampling in the area determined most uses were not viable due to exceedances in criteria.

Impacts would include both short-term (construction-related) and long-term (operation-related) impacts.

Filling and grading activities should be in compliance with the Oklahoma Pollution Discharge Elimination System (OPDES) General Permit for Construction Activities. The OPDES prescribes a series of measures or best management practices (BMPs) that will serve to minimize impacts to waters of the US as a result of construction in adjacent uplands. The new roadway would be in compliance with all federal and state laws relating to mitigation and elimination of water quality impacts. The applicable standard environmental measures dictated by Federal regulation and the Department's 1999 *Standard Specifications for Highway Construction* will be followed.

### **Wetland Impacts**

Biologists conducted surveys on July 1, 2003, and January 24, 2004, to identify and delineate jurisdictional wetlands. Wetlands were delineated using the criteria from the 1987 U.S. Army Corps of Engineers (USACE) *Wetland Delineation Manual*.

Two potential wetland areas were observed within the proposed project area. The site locations and potential area of impact are listed in **Table 11** and shown in the wetlands finding in **Appendix 3**. Final determinations regarding wetlands are subject to verification by the USACE.

**Table 11 Site Locations and Potential Areas of Impact**

Site	Location	Acres
1	From the intersection of I-35 and I-240 go Southeast approximately 655 feet. Located at Latitude 35 deg 23 min 25 sec longitude -97 deg 29 min 37 sec	0.46
2	From the intersection of I-35 and I-240 go Southeast approximately 750 feet. Located at Latitude 35 deg 23 min 22 sec longitude -97 deg 29 min 35 sec	0.24
<b>Total Acres</b>		<b>0.70</b>

The proper Section 404 permit will be obtained for this project, along with appropriate wetland mitigation, if required.

### **Floodplains**

There are no floodplains present in the study area.

### **Threatened or Endangered Species**

**Table 12** contains federal-listed species for Oklahoma County, Oklahoma. None of the federal-listed threatened or endangered species of Oklahoma County were identified along the project corridor.

**Table 12 Federal Listed Threatened and Endangered Species of Oklahoma County, Oklahoma**

Common Name	Scientific Name	Federal Status
Whooping Crane	<i>Grus Americana</i>	Endangered
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Threatened
Interior Least Tern	<i>Sterna antillarum</i>	Endangered
Piping Plover	<i>Chadradrius melodus</i>	Threatened
Arkansas River Shiner	<i>Notropis girardi</i>	Threatened

Source: U.S. Fish and Wildlife Service

A solicitation letter was submitted to the U.S. Fish and Wildlife Service (USFWS) on February 24, 2003. The determination of the USFWS, issued March 31, 2003, is that our project will have "no effect" on any federally listed species. Refer to the *Vegetation and Wildlife Field Study* in **Appendix 3** for more information.

### Historic/Archaeological Preservation

A survey of the interchange improvement area was performed in March of 2003 to determine whether any cultural resources (archaeological sites, paleontological resources or historic buildings) were located in the proposed project area. See **Appendix 4** for coordination with the State Historic Preservation Office (SHPO) office. No cultural resources were observed in the immediate proposed right-of-way of the interchange.

If archaeological remains are encountered during excavation, the contractor shall immediately cease the excavation operation and notify the ODOT project engineer. ODOT will contact the proper authorities for an evaluation. Refer to the full *Archaeological Survey and Preliminary Setting Assessment Report* in **Appendix 4** for further information.

### Hazardous Waste Information

An *Initial Site Assessment* (ISA) for Hazardous Waste was conducted in April 2003 to identify potential sites, as well as any conditions that might indicate an existing release, a past release, or a material threat of release of any hazardous substances or petroleum products into the ground, groundwater, or surface water within the vicinity of the proposed project (see **Appendix 5** for the complete ISA). See **Table 13** for a summary of potential contaminants.

**Table 13 Potential Contaminators**

Potential Contaminator	Vicinity to Project	Threat
Underground Storage Tank (UST)	Within 1.0 mile radius	Slight potential to contaminate
Leaking Underground Storage Tank (LUST)	Within 0.5 mile radius	Slight potential to contaminate
Above Ground Storage Tank	Within 1.0 mile radius	Slight potential to contaminate
Resource Conservation and Resource Recovery (RCRIS) – small quantity Generator of hazardous waste	Within 0.25 mile radius	Low potential to contaminate
Hazardous Materials Incident Report System (HMRIS)	Within 1.0 mile radius	Unlikely potential to contaminate
Oklahoma Complaint Database	Within 0.5 mile radius	Very low potential to contaminate
Polychlorinated Biphenyls (PCBs) Activity Database	Within 0.25 mile radius	Low potential to contaminate
Federal Insecticide Fungicide Rodenticide Act (FIFRA)/Toxic Substance Control Act (TSCA)	Within 1.0 mile radius	Low potential to contaminate
Facility Index System (FINDS)	Within 0.25 mile radius	Low potential to contaminate

Based on the results of the ISA, the proposed project vicinity avoids most properties that indicate a potential for environmental impact. The following unresolved issues may merit additional investigations:

- Excavations in areas with railroads, utility relocations, or right-of-way easements.
- A more detailed search of water, oil and gas well locations.
- A more detailed search regarding activities where PCBs may be used at Oklahoma Gas and Electric Company.

If potentially hazardous conditions are encountered during right-of-way acquisition or construction, then ODOT has procedures in place to remove USTs and any contaminated soil that may be encountered.

## V. Public Involvement and Coordination

A scoping letter soliciting comments relating to the social, economic, and environmental effects of this project was mailed to 42 local, county, state and federal agencies, organizations, and individuals on February 24, 2003. A copy of this letter and its recipients is located in **Appendix 6**. Thirteen replies were received and are attached in **Appendix 7**. The following summarizes the responses received:

- The USFWS stated that the project is not likely to adversely affect federally listed or proposed species or their habitats.

Response: The comment is noted.

- The Natural Resources Conservation Service (NRCS) stated that since the area is considered urban, no Prime or Unique Farmlands exist. They also mentioned to contact the local floodplain management board with any proposed construction, and to install and maintain proper sediment and erosion control structures during construction.

Response: The comment about farmlands is noted. The Oklahoma Water Resource Board was also sent a solicitation letter. As required, a SWMP plan will be created and followed during the construction of the project.

- The Oklahoma Water Resource Board (OWRB) mentioned that they have a Memorandum of Agreement (MOA) with ODOT. They suggested that John Dyer of ODOT be contacted to ensure this project would comply with OWRB's Chapter 55 Regulations and the ODOT MOA.

Response: Mr. Dyer, ODOT Biologist, has reviewed the wetlands findings and vegetation and wildlife field reports. This project will comply with the OWRB's Chapter 55 Regulations and the ODOT MOA.

- The Association of Central Oklahoma Governments (ACOG) stated that the proposed improvements are a consistent step toward their long-range goals to improve this intersection. They also encouraged close coordination with impacted property owners and the City of Oklahoma City to ensure a final design that adequately considers local land use plans, regional transportation goals, and safety of the traveling public.

Response: The project team has followed proper ODOT procedures with public involvement and involving affected property owners in the EA process. Please see the Land Use section in Chapter 4 of this document for further information on consistency with land use and transportation plans.

- The Field Station Manager of the Bureau of Land Management (BLM) stated that no BLM interests would be affected by this project.

Response: The comment is noted.

- The Wildlife Biologist of the Bureau of Land Management (BLM) stated that no BLM interests would be affected by this project.

Response: The comment is noted.

- The USACE stated that the project area lies outside of any recognized floodplain; however, that during construction and after, care should be taken to minimize potential hazards from local drainage to the subject and adjacent properties. They also stated that the project must have no adverse affect to the flood plain.

Response: Since there is no floodplain in the project area, no adverse affect will occur. There will be a drainage plan created prior to any construction taking place.

- A second response from the USACE stated that since no dredged or fill material will be placed into any "waters of the United States," including jurisdictional wetlands, that no Section 404 permit will be required. They noted that if construction does necessitate a discharge into the unnamed tributary to Lightning Creek, the project should be re-submitted to the USACE for further review. They also noted that other Federal, State, or local permits may be required.

Response: If the unnamed tributary to Lightning Creek will be affected during construction, the USACE will be contacted. Any other permits for this project that are necessary will be obtained prior to construction, including the proper Section 404 permits.

- The Oklahoma Tourism and Recreation Department noted that the only park in the vicinity is McCracken Park. It was stated that if there is no permanent impact on the park facility, then the proposed project would have no negative impacts.

Response: There will be no impacts to McCracken Park.

- The Oklahoma State Archeological Survey stated that after a file search, there are no recorded archaeological sites in the project area and that no archaeological materials will likely be encountered. It was noted that if buried archaeological material should be encountered during construction, to contact the Oklahoma State Archeological Survey immediately. It was also mentioned that ODOT has a responsibility to consult with interested Native American tribes/groups.

Response: If archaeological material is encountered during construction, the Oklahoma State Archeological Survey will be immediately contacted. Proper Native American consultation has been performed by ODOT.

- The Eastern Oklahoma Regional Office (EORO), Bureau of Indian Affairs (BIA), stated that the project area is not within the jurisdiction of the EORO and that there are no comments or issues of concern on this project. However, it was noted that this transportation network services the Region and the Tribes and that a copy of the project notice will be forwarded to the Tribes. The tribes will respond independently to the notice if there are any concerns.

Response: The comment has been noted.

- The National Parks Service stated that there are no Park Service Units in the vicinity and they have no comment on the project.

Response: The comment has been noted.

- The Oklahoma Historical Society stated that they could not respond to the solicitation letter at this time due to lack of information.

Response: An historical survey was performed and no historical properties were found. Concurrence was received from the SHPO office on June 23, 2003. See SHPO coordination letters located in **Appendix 4** of this document.

- The Central Oklahoma Transportation Parking Authority (COTPA) noted that the *COTPA Long Range Plan* envisions a transit hub/park-and-ride in south Oklahoma City, that COTPA has initiated a regional fixed guideway planning study, that COTPA operates one bus route to Crossroads Mall and operates three others within one mile of the interchange, and that COTPA has an informal park-and-ride lot arrangement with Crossroads Mall. It was also stated that COTPA officials would like to coordinate with ODOT staff throughout the project development process to determine if the proposed designs could leave room for an intermodal transit facility since the location for a future transit hub/park-and-ride facility has not been determined. In addition, it was requested that ODOT look at incorporating enough room in the proposed interchange design for a potential high occupancy vehicle lane addition, and that ODOT keep COTPA staff

informed of road closures and detours during construction and consider funding express buses during construction to help provide commuters with an alternate mode of transportation.

Response: ODOT will coordinate with COTPA throughout the development of the proposed project to ensure that their recommendations are given due consideration.

### **Public Meeting**

The first public meeting was held at the Ramada Inn Airport South, located adjacent to the interchange at 6800 South I-35 on March 27, 2003. The purpose of the meeting was to assist ODOT in identifying any critical, social, and environmental effects that may result from the project and to receive the public's opinion about the project. Forty-six (46) people signed the attendance roster for the meeting. Minutes of the meeting and comments received from the meeting are included in **Appendix 8**. No opposition to the project was voiced.

In general, comments received were favorable toward the proposed project and most people attending were eager for ODOT to begin improvements to the interchange.

A second public meeting was held at the ODOT Oklahoma City Residency, located at 1021 SE 59th Street, Oklahoma City, on August 28, 2003. The purpose of the meeting was to present impacts associated with each of the conceptual interchange designs. The public was asked for input regarding improvements associated with the eight conceptual interchange alternatives. Fifty-seven (57) people signed the attendance roster for the meeting. Minutes of the meeting and comments received from the meeting are included in **Appendix 8**.

### **Public Hearing**

A public hearing to consider the social, economic, and environmental effects of the proposed project will be held at the earliest possible date. All comments generated by this process will be reviewed and considered prior to preparation of final design plans for the project.

# **PUBLIC INVOLVEMENT**

**I-35 and I-240 Interchange Reconstruction  
Public Information Meeting  
June 11, 2015  
Wilmont Place Baptist Church**

**Purpose of Meeting**

The purpose of the meeting is to present current design information for the interchange including changes to ramps and access.

**Introductions** – Frank Roesler III, Public Involvement Officer

**Welcome** – Brian Taylor, Field Division Engineer

- Talked about the purpose of the project
- Mentioned the current 8 year Construction Work Plan
- Encouraged everyone to provide their comments
- Defined terms that will be used during the presentation
- Talked about the phasing of the projects

**Background Information** – David Streb, Poe and Associates

- Gave the background of the project
- Talked about the Finding of No Significant Impact (FONSI) and Environmental Assessment (EA) approval
- Spoke about how Pole Road was addressed
- Mentioned the ramp work at Santa Fe Avenue

**Design Overview** – Jerry Edgen, Poe and Associates

- Described the constraints and how the design minimizes impacts to businesses
- Talked about the Pole Road exit being moved to Eastern Avenue and the addition of the Texas turnaround at SE 59th Street
- Addressed the ramp reversal at Santa Fe Avenue

**Video** – Helene Murdock, Poe and Associates

- Highlighted some of the changes and new turning movements in the new interchange configuration

**CORSIM (Traffic Model) Analysis** – Helene Murdock, Poe and Associates

- Described the traffic model
- Talked about how it relates to the design

**Closing Remarks** – Brian Taylor, Field Division Engineer

- Clarified some ramp issues
- Question and Answer Session
- Breakout Stations

## Question and Answer Session

**Q: How will you handle the traffic flow during construction?**

A: The work will be done in phases to keep the traffic flowing during construction.

**Q: How will the eastbound I-240 to southbound I-35 ramp work and how will it be safer and improved?**

A: The ramp will be built in the first phase and will have 2 lanes with better weaving movements and allow for a safer travel from eastbound I-240 to southbound I-35.

**Q: What is the time frame for the project (time of day)?**

A: A project of this size will have construction at all times of the day.

**Q: Why is the interchange not being designed for a longer term?**

A: The level of service for the design year was explained and it was added that the cost of the construction is also a constraint.

**Q: Does ODOT have the funds to construct the interchange?**

A: These projects are 100% funded in the construction work plan.

**Q: Will the construction cause health issues to local residents?**

A: The best management practices for those concerns will be used during the construction of the projects.

**Q: How about the impact to other roads along I-240?**

A: The traffic model (CORSIM) addresses those impacts and also mentioned the FONSI that was issued by FHWA based on the findings of the Environmental Assessment.

**Q: How will be frontage roads function and how many lanes will there be?**

A: The service roads were described and it was mentioned how changes will increase traffic but ODOT has committed to the FHWA to mitigate issues in the future. Clarification was given about the one-way frontage roads and the Texas turnarounds and how they will help the traffic flow.

**Q: What about the noise from the traffic?**

A: The noise issues were addressed in the EA and approved by the FHWA.

**Q: Is this the preliminary or final design? Citizen worried about the continued congestion based on the design having the same issues as current.**

A: The combination of additional lanes, dedicated acceleration and deceleration lanes, and the elimination of weaves at the on and off ramps will improve the current issues with the interchange.

**Q: What about the exits to Shields and when will they close?**

A: The exits will remain until the new access points are in place.

**Q: How many lanes will be on the fly-overs?**

A: Those are interstate to interstate movements and they are multi-lane fly-overs.

**Q: Will the fly-overs be heated or have some sort of deicing mechanism?**

A: There is no heating for the bridges but a deicer could be installed at a later date.

ODOT received three (3) written comments in response to the I-35 / I-240 Interchange Reconstruction public meeting held on June 11, 2015 at Wilmont Place Baptist Church. The following is a summary of those comments.

The first comment is from Mr. John Meek, AMC Theater/hotels/restaurant and the Crossroads Industrial Park.

The overall project is a good design and the hard work is much appreciated. At Eastern Avenue; the south side on-off ramps flow well and the north side on-off ramps have turning movements that are tight and it is hard for tractor trailers and pickups with trailers to make the turns. The increased two way traffic congestion at the north side ramps will be a nightmare. Traffic eastbound from the mall and westbound from Eastern Avenue will be in a hold pattern at these ramp points. The public tends to use the closest ramps for the business in the area which will become Eastern Avenue and not the SE 59<sup>th</sup> Street turnaround. Future plans for development in the area will generate more traffic in the area. At least the westbound on ramp should be included in the Phase 1B construction pattern upgrades.

The second comment is from the South Oklahoma City Chamber of Commerce.

See the following concerns about the proposed changes to the interchange:

- Emergency services will be strained because of the permanent closures to the southeast of the interchange.
- Highly disappointed in ODOT's level of communication with area businesses on how the changes to the intersection will affect them. The Chamber is concerned with the economic impact on the business community and our residents.
- The current plans take the interchange to a D-level interchange. They want a plan that will take us up to a better interchange level.
- Strongly recommend that ODOT revisit the plans for the access from eastbound I-240 to southbound I-35. The plans do nothing to address the issue of the danger, congestion, and backup in the area.
- ODOT has not addressed concerns of the lack of funding for de-icing the planned fly-over bridges.
- There will be an increase in traffic volume on Santa Fe, Walker and Eastern. They are concerned that this will be hard on the existing roads, along with backup on I-240.
- The proposed access points to Plaza Mayor at the Crossroads are acceptable.

Their opinion is that the interchange is in need changes and upgrades. They believe that the current plans not only endanger the safety of those who use these roads, but they also endanger the health and wellbeing of businesses and residents in the area. We ask ODOT to reconsider their plans, keeping in mind the above points.

The third comment is from an unknown citizen.

The citizen would like a notice with directions to the DPS Driver's License facility when ODOT starts the construction phase on this project in the event of any road closure.

ODOT received three (3) comments in response to the I-35 / I-240 Interchange Reconstruction solicitation letters that were sent out on May 20, 2015. The following is a summary of those comments.

The first comment is from the Oklahoma Conservation Commission.

The project area was reviewed using the Soil Survey of Oklahoma County. Hydric soils are not indicated on the soil survey map, indicating that these areas most likely do not contain wetland ecosystems and that the project should not significantly impact wetland resources in the area.

The second comment is from the Oklahoma Water Resources Board.

It is recommended that ODOT contact the local floodplain administrator for possible permit requirements for this project. If this development would fall on STATE OWNED or operated property, a floodplain development permit is required from OWRB. If this project is proposed in a non-participating community, try to ensure that this project is completed so that it is reasonably safe from flooding and so that it does not flood adjacent property if at all possible.

The third comment is from the Oklahoma Tourism and Recreation Department.

It was stated that there are no LWCF projects in this area according to our database.



**OKLAHOMA DEPARTMENT OF TRANSPORTATION**

**Field Division Four**

P.O. Box 471  
Perry, OK 73077  
www.odot.org

August 31, 2015

Mr. Paul Urquhart, Chairmen of the Board  
South Oklahoma City Chamber  
701 Southwest 74th Street  
Oklahoma City, Oklahoma 73139-4599

Mr. Urquhart,

Thank you for your interest in the upcoming reconstruction of the I-35/I-240 interchange. Please accept this as confirmation that your letter to ODOT Executive Director Mike Patterson was entered into the official record of comments following our last public meeting in June.

It is our desire to replace this functionally obsolete and unsafe interchange as expeditiously as our resources allow and the first phase of construction is scheduled to begin in early spring 2016. This part of phase one (southwest quadrant of I-35/I-240 interchange) is the location of the majority of traffic accidents and is scheduled first because it will have an immediate positive effect on the operation, capacity, and most importantly safety of the interchange.

The design presented at the last public meeting incorporated over 20 years of public comment and provides what we believe to be the best solution for balancing current and future traffic movement while minimizing social, economic, and environmental impacts. Extraordinary efforts were taken to address many individual and group concerns about the project over the years and additional time was given by the Design Team to evaluate all suggestions and issues.

We have encouraged public awareness and participation throughout the process using letters, stakeholder meetings, outreach through the local media, information on the ODOT website and social media and our changeable highway message signs to notify businesses, residents, and commuters of the recent public meeting.

Our interstate system is the highest class of highway we have and is designed to be the critical link that drives commerce across our nation. Because of its importance to the state and the nation, the highest traffic standards apply to projects like this one. Due to the close proximity of Shields Blvd. and its impact to the safety and operation of the interchange, a direct connection to I-240 cannot be accommodated. We have considered every option and there are no safe alternatives that preserve this direct connection at Shields Blvd. We cannot jeopardize the safety and operation of an interstate connection for the accommodation of a local road. As a direct result of input from the public and local businesses concerning access at Shields Blvd., ramp reversals have been designed between Shields Blvd. and Santa Fe Ave. to help preserve this access as best as possible.

Our analysis indicates the new interchange will meet future traffic demands in design year 2040. Our Design Team has looked at worst case scenarios, in this case future traffic projections for 2040 during

*"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

the AM and PM rush hour. While our model does project some degree of delay during the rush hour in 2040, it would be impossible to completely prevent this even with unlimited funding. Safety of the traveling public is paramount to our mission and as a major interstate connection this location will receive our highest attention during snow and ice removal operations. Major advances have been made in equipment and materials used to clear or prevent snow and ice accumulations and ODOT has found the best method which calls for crews to manually treat bridges, ensuring the proper response is given in a timely manner. It is also our practice to inform and accommodate emergency services during projects and we will be working closely with the City of Oklahoma City to ensure first responders are included in our daily, weekly, and monthly meetings.

Thank you for your comments and interest in Oklahoma's highways. We look forward to the scheduled improvements and believe them to be a cornerstone to a vibrant economy and a leading factor in growing and attracting new business to this part of Oklahoma City.

Sincerely,

A handwritten signature in black ink, appearing to read "B. S. Taylor". The signature is stylized with a large, sweeping initial "B" and "T".

Brian S. Taylor, P.E.  
Division IV Engineer

## David Saulsberry

---

**From:** Siv Sundaram  
**Sent:** Friday, June 19, 2015 3:34 PM  
**To:** David Saulsberry  
**Subject:** FW: I-240 Comment sheet  
**Attachments:** ODOT Comment sheet 6-2015.pdf

Siv

-----Original Message-----

**From:** John Meek [[John@fcmiokc.com](mailto:John@fcmiokc.com)]  
**Sent:** Friday, June 19, 2015 01:02 PM Central Standard Time  
**To:** [environment@odot.org](mailto:environment@odot.org)  
**Subject:** I-240 Comment sheet

Please find attached the comment sheet with an important comment and praise.  
Regardless of anyone's specific heartache on state road projects; the state does a fine job.

When this I-240 project is completed. Can ODOT finish taking Kilpatrick on south and connect to I-44 and then to I-35 in my life time?

Thank you

John W. Meek, RPA, President  
First Commercial Management, Inc.  
3719 North Portland Avenue  
Oklahoma City, Oklahoma 73112  
Office: (405) 842-3599 Fax: (405) 842-1599  
Cell: (405) 630-8152  
Email: [john@fcmiokc.com](mailto:john@fcmiokc.com)



# COMMENT FORM

HTTP://WWW.ODOT.ORG/PUBLICMEETINGS

## PROPOSED I-35/I-240 IMPROVEMENTS

06/11/2015  
Oklahoma County, OK

We would like to thank you for taking the time to attend this meeting and providing us with written comments. Putting your comments in writing is one of the most effective ways to have your concerns addressed.

PLEASE SUBMIT YOUR COMMENTS BY: 06/26/2015

Name: John W Meek		Business / Organization: CROSSROADS INDUSTRIAL PARK Amc/Hotels/Restaurant	
Address: 3719 N Portland Ave		City: OKC	State: OK
Phone Number: 405)630-8155 // 405)842-3599		Email Address: John @ fcmiokc.com	

"I have the following comment(s) or question(s) about the proposed improvement project which includes the reconstruction of the existing I-35/I-240 Interchange to a multi-level interchange in Oklahoma County, OK."

The overall project is a good design. Hard work very appreciated. S. EASTERN (on-off RAMPs). THE south side flow works well. THE north side RAMPs are to shape or stop & go type; the turning radius for TRACTOR TRAILERS, pick-ups with trailers are way to tight.

The increased two way traffic congestion at these north side Ramp out off points at the service road junction will be a nightmare. TRAFFIC east bound from the MALL and traffic west bound from the eastern light intersection will both be in holding pattern" at these RAMPs points.

The public uses the closest (on to off) RAMPs for the MALL, Amc Theater, college, Restaurants, Regal Theater which will become S. EASTERN & NOT the SE 59th turn-around. FUTURE plans for vacant land around the Mall circle & pad sites within the Mall parking will generate another 1000+ autos during Noon, Evening and late night on top of current levels and MALL expansion.

At least the west Bound on RAMP should be included within the Phase 1B construction pattern upgrades

Comments on this project can be submitted in several ways, including but not limited to:

**By US Mail or Dropoff:**  
OKLAHOMA DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL PROGRAMS DIVISION  
200 N.E. 21ST ST.  
Oklahoma City, OK 73105-3204

**By Fax:**  
Fax: (405) 522-5193

**By Email:**  
environment@odot.org

**On the Web:**  
www.odot.org/publicmeetings

Please be aware that all information that you submit on this form is subject to public disclosure under the Oklahoma Public Information Act.



## David Saulsberry

---

**From:** Siv Sundaram  
**Sent:** Thursday, June 25, 2015 12:27 PM  
**To:** David Saulsberry  
**Subject:** FW: Proposed I-35/I-240 Changes  
**Attachments:** ODOT-Comment-Form.pdf; ODOT-South-OKC-Chamber-Interchange-Concerns.pdf

---

**From:** Vanessa Rottmayer [<mailto:vanessarottmayer@southokc.com>]  
**Sent:** Thursday, June 25, 2015 12:07 PM  
**To:** [environment@odot.org](mailto:environment@odot.org)  
**Cc:** Elaine Lyons; Vanessa Rottmayer  
**Subject:** Proposed I-35/I-240 Changes

To Whom It May Concern:

A completed comment form regarding the proposed I-35/I-240 changes is attached to this email, along with a letter outlining the concerns of the South Oklahoma City Chamber of Commerce regarding said changes.

Should you have any questions, please call (405) 634-1436 or email [vanessarottmayer@southokc.com](mailto:vanessarottmayer@southokc.com).

Sincerely,  
**Vanessa Rottmayer**  
South OKC Chamber  
[www.southokc.com](http://www.southokc.com)



June 25, 2015



Mr. Mike Patterson  
Executive Director  
Oklahoma Department of Transportation  
200 Northeast 21 Street  
Oklahoma City, OK 73105

Dear Mr. Patterson:

The South Oklahoma City Chamber of Commerce has the following concerns about the proposed changes to the I-35/I-240 interchange:

- For businesses and residents to the southeast of the I-35/I-240 interchange, emergency services in the area will be strained because of the permanent closures.
- We are highly disappointed in ODOT's level of communication with area businesses on how the changes to the intersection will affect them. The Chamber is concerned with the economic impact on local businesses, and so far, through communication and lack thereof from ODOT, it does not appear that ODOT has the same concerns as those in our business community and our residents.
- The current plans take the interchange to a D-level interchange. By the time these plans are implemented, the interchange will again be degraded, simply because the plans will be outdated and traffic will increase through the area. We need a plan that will take us up to a better interchange level.
- We strongly recommend that ODOT revisit the plans for the access from eastbound I-240 to southbound I-35. The current intersection is dangerous, but the revised plans do nothing to address the issue of the danger, congestion, and backup in the area.
- ODOT has not addressed concerns of the lack of funding for de-icing the planned fly-over bridges in the new plans for the

- There will be an increase in traffic volume on Santa Fe, Walker and Eastern. We are concerned that this will be hard on the existing roads, along with backup on I-240.
- The proposed access points to Plaza Mayor at the Crossroads are acceptable.

It is of the opinion of the South Oklahoma City Chamber of Commerce that the interchange of I-35 and I-240 need changes and upgrades. However, the current plans of ODOT not only endanger the safety of those who use these roads, but they also endanger the health and wellbeing of businesses and residents in the area. We ask ODOT to reconsider their plans, keeping in mind the above points.

Sincerely,



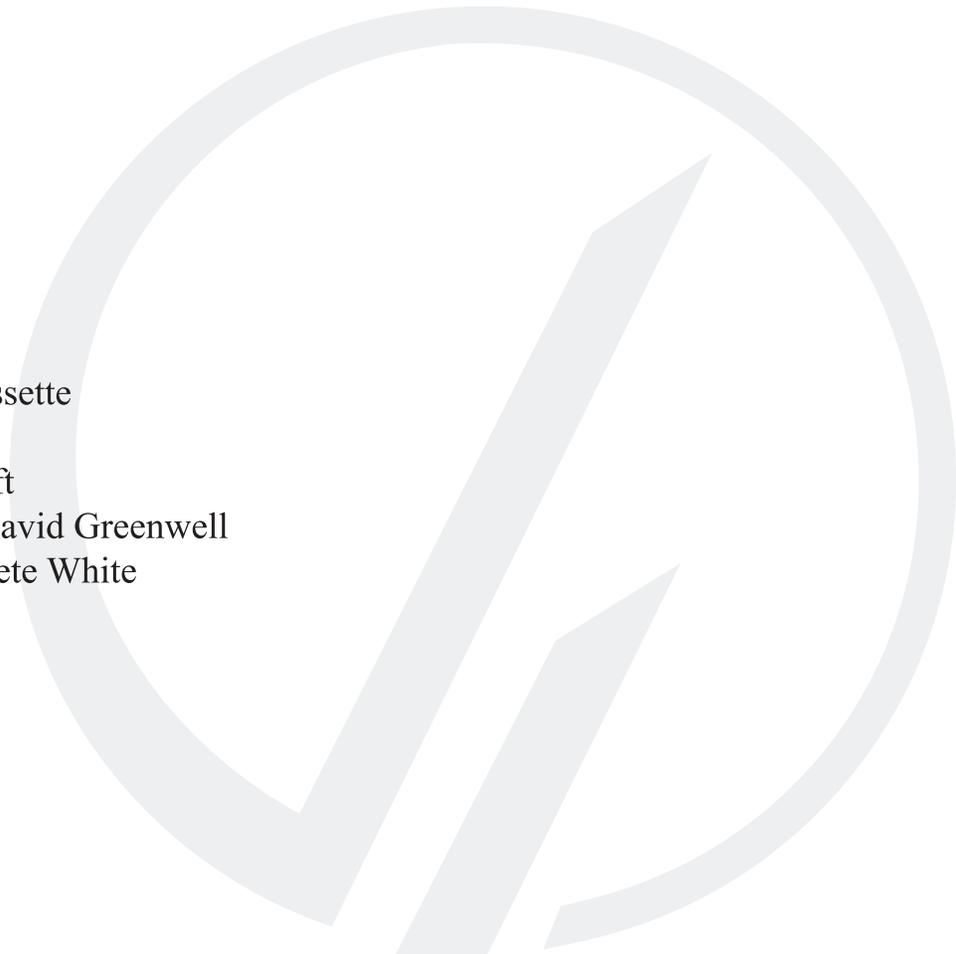
Paul Urquhart  
Chairman of the Board



Elaine Lyons  
President

PC:

Senator Kyle Loveless  
Senator Kay Floyd  
Senator Jack Fry  
Senator Ralph Shortey  
Senator Rob Standridge  
Senator Anthony Sykes  
Representative Mike Christian  
Representative Jon Echols  
Representative Chris Kannady  
Representative Mark McBride  
Representative Richard Morrissette  
Representative Shane Stone  
Representative Paul Wesselhoft  
Oklahoma City Councilman David Greenwell  
Oklahoma City Councilman Pete White



## David Saulsberry

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**From:** Siv Sundaram  
**Sent:** Thursday, June 18, 2015 8:58 PM  
**To:** David Saulsberry  
**Subject:** FW: I-240/I-35 Project

Siv

-----Original Message-----

**From:** owhittlesey [[owhittlesey@msn.com](mailto:owhittlesey@msn.com)]  
**Sent:** Thursday, June 18, 2015 07:21 PM Central Standard Time  
**To:** [environment@odot.org](mailto:environment@odot.org)  
**Subject:** I-240/I-35 Project

When ODOT starts the construction phase on this project how will people who want to go to the DPS drivers license facility on the west side frontage road how will people get their when that area will be under construction with possibility of the road being closed. If you could explain the directions or show a map on how people will be able to reach the DPS drivers license facility. .

Sent from my U.S. Cellular® Smartphone



STATE OF OKLAHOMA  
WATER RESOURCES BOARD  
www.owrb.ok.gov

RECEIVED  
JUN 10 2015  
ENVIRONMENTAL  
PROGRAMS DIV.

OKLAHOMA WATER RESOURCES BOARD  
Planning & Management Division  
Oklahoma City, OK

## PUBLIC NOTICE REVIEW

We have no comments to offer.  We offer the following comments.

**WE RECOMMEND THAT YOU CONTACT THE LOCAL FLOODPLAIN ADMINISTRATOR FOR POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT.** THE OWRB WEB SITE, [www.owrb.ok.gov](http://www.owrb.ok.gov), contains a directory of floodplain administrators and is located under forms/floodplain management/floodplain administrators, listed alphabetically by name of community. **If this development would fall on STATE OWNED or operated property, a floodplain development permit is required from OWRB.** The Chapter 55 Rules and permit application for this requirement can be found on the OWRB web site listed above. If this project is proposed in a non-participating community, try to ensure that this project is completed so that it is reasonably safe from flooding and so that it does not flood adjacent property if at all possible.

Reviewer: Cathy Poage, CFM

Date: 06/04/2015

Project Name: Proposed I-35/I-240 Interchange Reconstruction, Located in Oklahoma City, OK

FIRM Name: ODOT, Dawn R Sullivan, PE

CC: Eric Wenger, FPA, OKC

\* Oklahoma City participates in the NFIP and has a floodplain development permitting system. Please see paragraph above.

## David Saulsberry

---

**From:** Siv Sundaram  
**Sent:** Tuesday, July 14, 2015 10:52 AM  
**To:** David Saulsberry  
**Subject:** FW: Input for the I-35/I240 Interchange Reconstruction in Oklahoma County, Ok

Siv

-----Original Message-----

**From:** Dawn Sullivan  
**Sent:** Sunday, July 05, 2015 07:57 PM Central Standard Time  
**To:** Siv Sundaram  
**Subject:** FW: Input for the I-35/I240 Interchange Reconstruction in Oklahoma County, Ok

Sent with Good ([www.good.com](http://www.good.com))

-----Original Message-----

**From:** Eve Atkinson  
**Sent:** Friday, June 26, 2015 04:54 PM Central Standard Time  
**To:** Dawn Sullivan  
**Subject:** Input for the I-35/I240 Interchange Reconstruction in Oklahoma County, Ok

Ms. Sullivan,

There are no LWCF projects in this area according to our data base.  
Thank you for the opportunity to review this project.

Eve L. Atkinson, Planner II  
Oklahoma Tourism and Recreation Department  
120 North Robinson, Suite 600  
Oklahoma City, OK 73102

405.230.8483.  
405.230.8683 fax  
[Eve.Atkinson@travelok.com](mailto:Eve.Atkinson@travelok.com)

MARY FALLIN  
GOVERNOR

TODD LAMB  
LIEUTENANT GOVERNOR



Our Land • Our Heritage • Our Future

TREY LAM  
EXECUTIVE DIRECTOR

LISA KNAUF OWEN  
ASSISTANT DIRECTOR

June 8, 2015

Dawn Sullivan  
Environmental Programs Division Engineer  
Oklahoma Department of Transportation  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204

RECEIVED  
JUN 10 2015  
ENVIRONMENTAL  
PROGRAMS DIV.

**RE: Solicitation for input for the I-35/I-240 Interchange Reconstruction in Oklahoma County, Oklahoma**

Dear Ms. Sullivan:

Thank you for the opportunity to review this proposed project area as described in your letter of May 20, 2015. The project area includes the I-35/I-240 interchange.

The project area has been reviewed using the Soil Survey of Oklahoma County. Hydric soils are not indicated on the soil survey map, indicating that these areas most likely do not contain wetland ecosystems and that your project should not significantly impact wetland resources in the area. If you believe this determination to be inaccurate, an on-site investigation may be needed. This investigation needs to be coordinated with the U.S. Army Corps of Engineers, Regulatory Branch, in Tulsa. Their address and phone number is:

U.S. Army Corps of Engineers  
Mr. Andy Commer  
Chief of Regulatory Branch  
1645 South 101<sup>st</sup> East Avenue  
Tulsa, OK 74128-4629  
918/669-7400

Based on our wetlands determination criteria there should be no significant impact on wetland resources in the area described. If you have any further questions or concerns, please contact me at 405/522-6908.

Sincerely,

A handwritten signature in blue ink that reads "Brooks x Tramell".

Brooks Tramell  
Wetlands Program Coordinator  
Water Quality Division

cc: Wetlands file

## **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

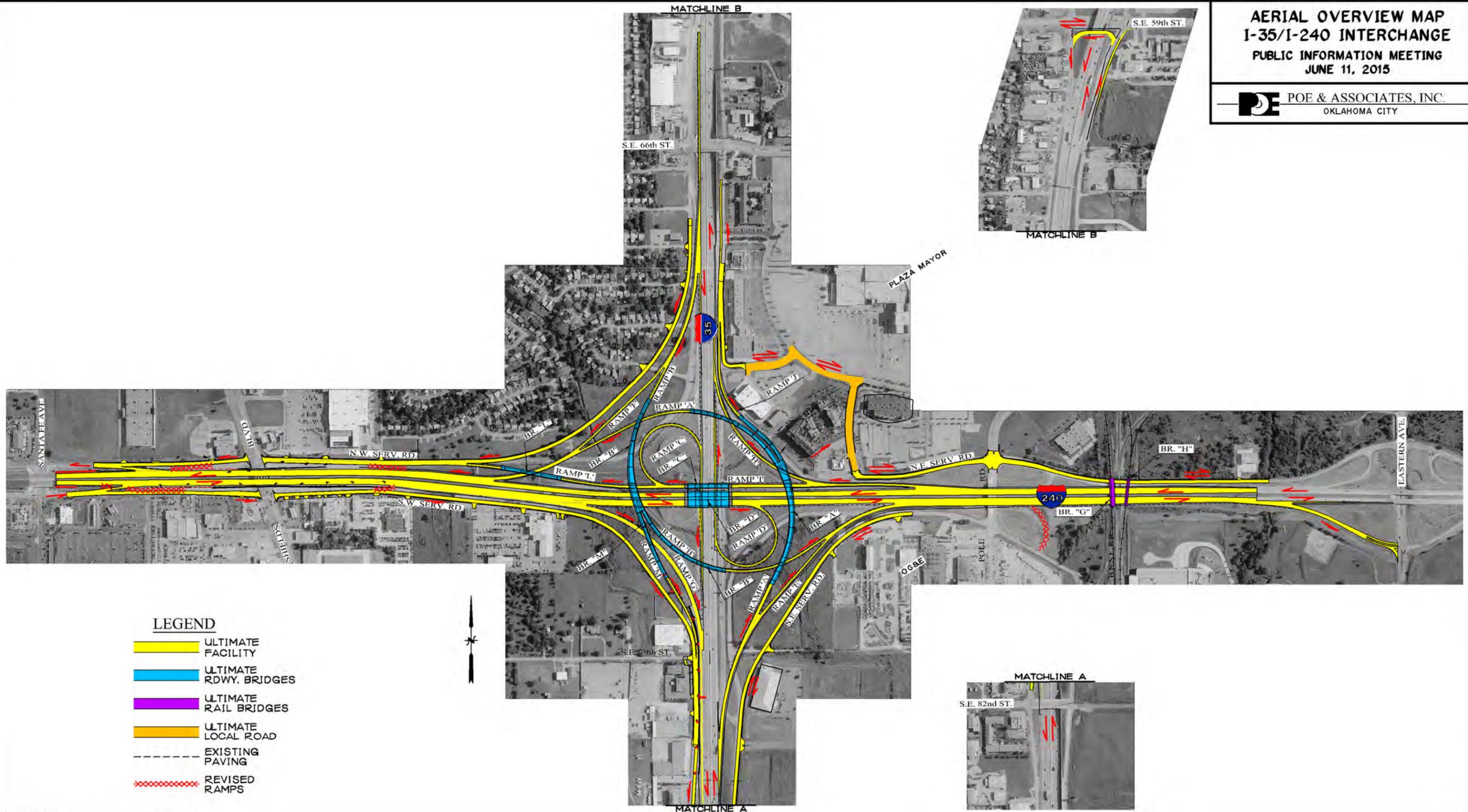
2016 Right of Way  
2016 Construction  
2017 Utilities  
2018 Construction  
2020 Construction  
2021 Construction

## **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





A large rectangular area with a light gray background and a thin black border, containing 25 horizontal lines for writing comments.

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



# Agenda

- Introductions
- Project Background
- Design Overview
- Video
- CORSIM Analysis
- Closing Remarks

# Introductions

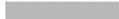
Frank Roesler III, ODOT

- Brian Taylor, ODOT Division 4, Welcome 8 Year Work Plan
- David Streb, Poe & Associates, Background
- Jerry Edgin, Poe & Associates, Design Concept
- Helene Murdock, Poe & Associates, CORSIM

# Welcome

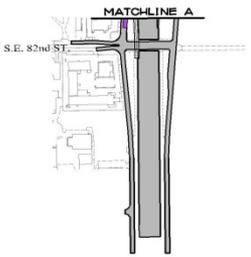
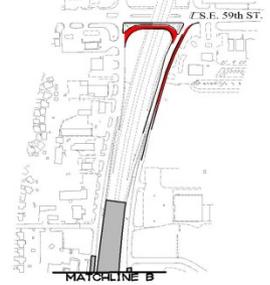
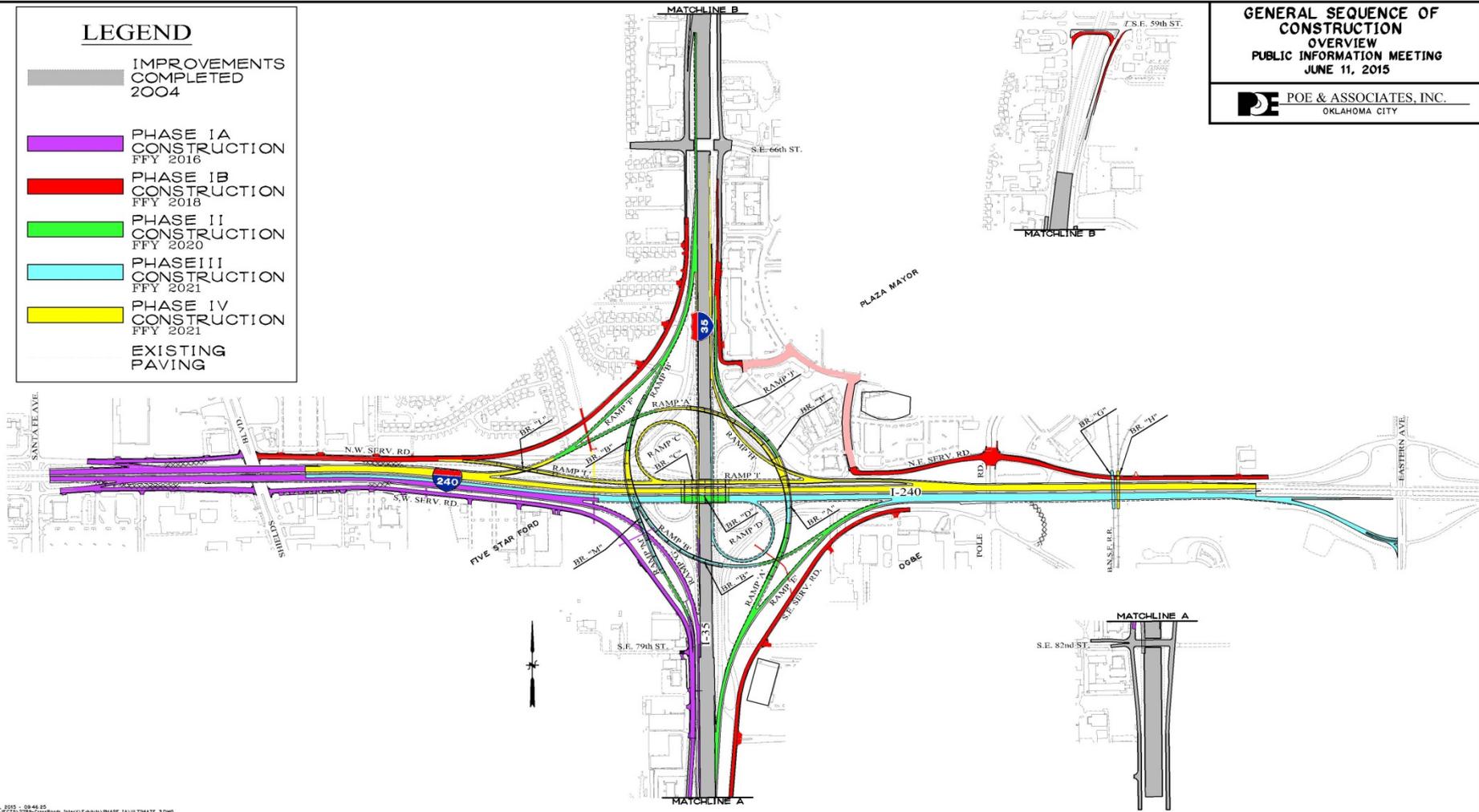
Brian Taylor, ODOT Division 4

# LEGEND

-  IMPROVEMENTS COMPLETED 2004
-  PHASE IA CONSTRUCTION FFY 2016
-  PHASE IB CONSTRUCTION FFY 2018
-  PHASE II CONSTRUCTION FFY 2020
-  PHASE III CONSTRUCTION FFY 2021
-  PHASE IV CONSTRUCTION FFY 2021
-  EXISTING PAVING

**GENERAL SEQUENCE OF CONSTRUCTION OVERVIEW**  
 PUBLIC INFORMATION MEETING  
 JUNE 11, 2015

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



# Project Background

David Streb, Poe & Associates

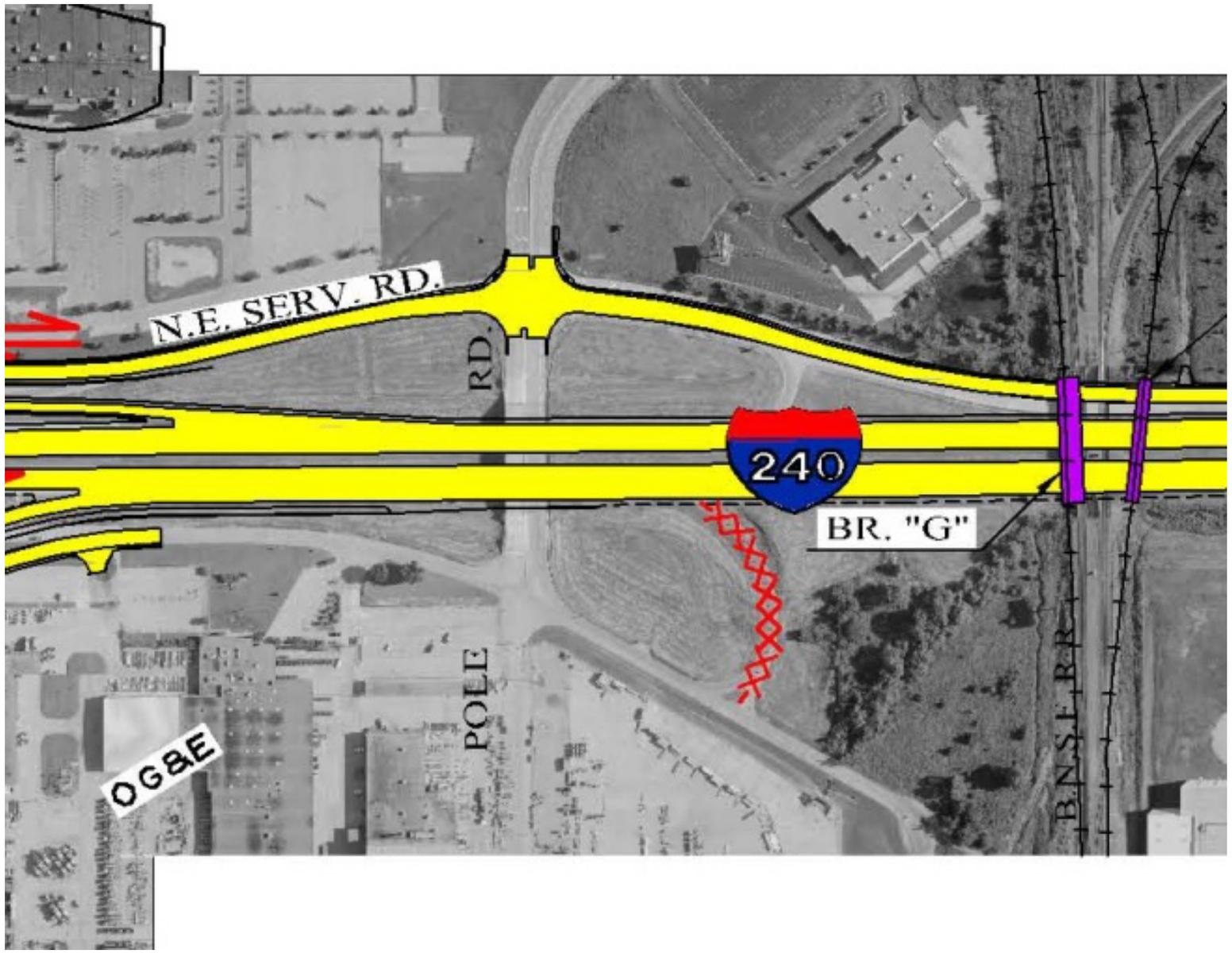
- Last Public Meeting
- Access Points
- Environmental Assessment

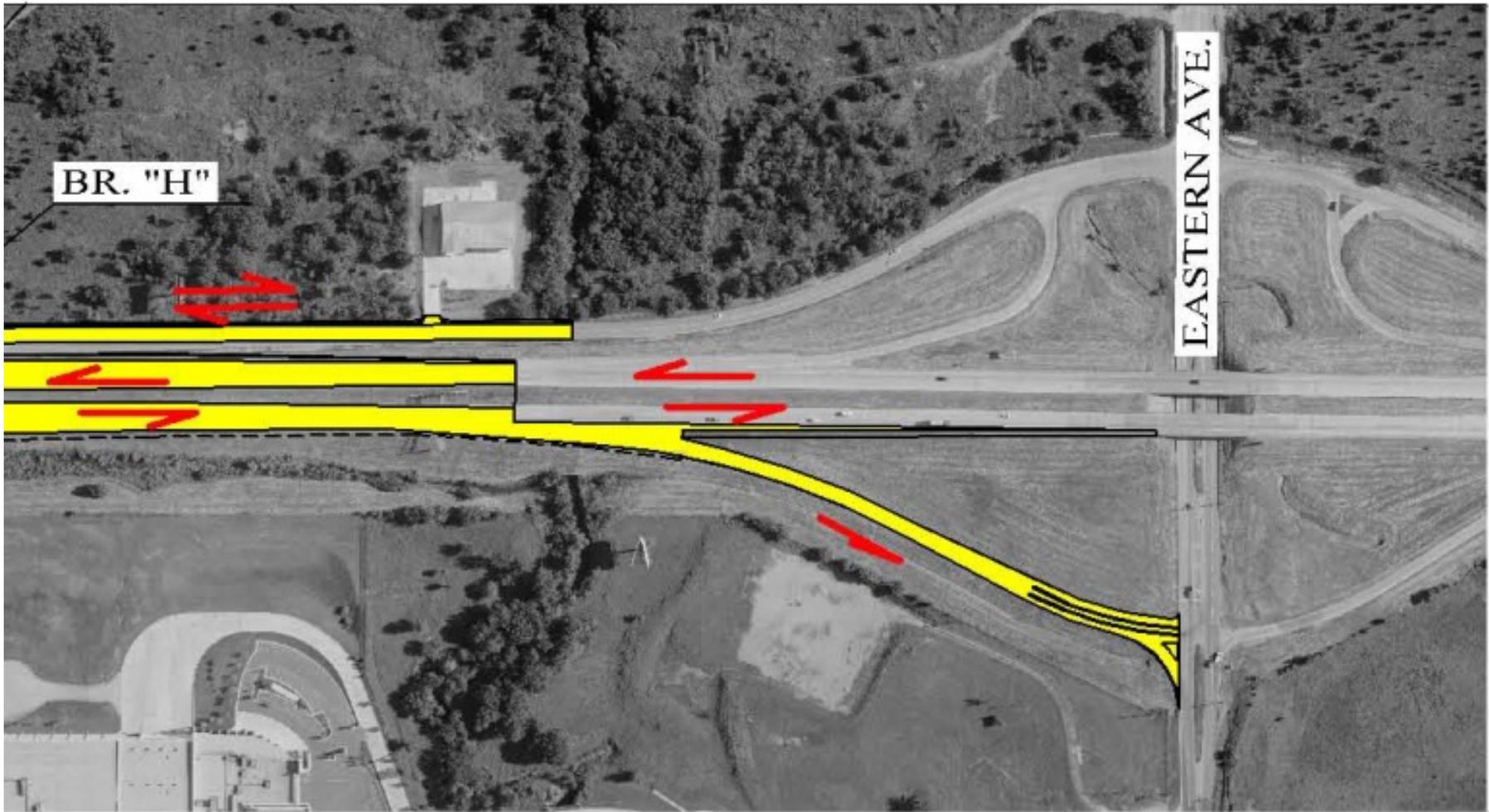
# Design Overview

Current Design

Jerry Edgin, Poe & Associates

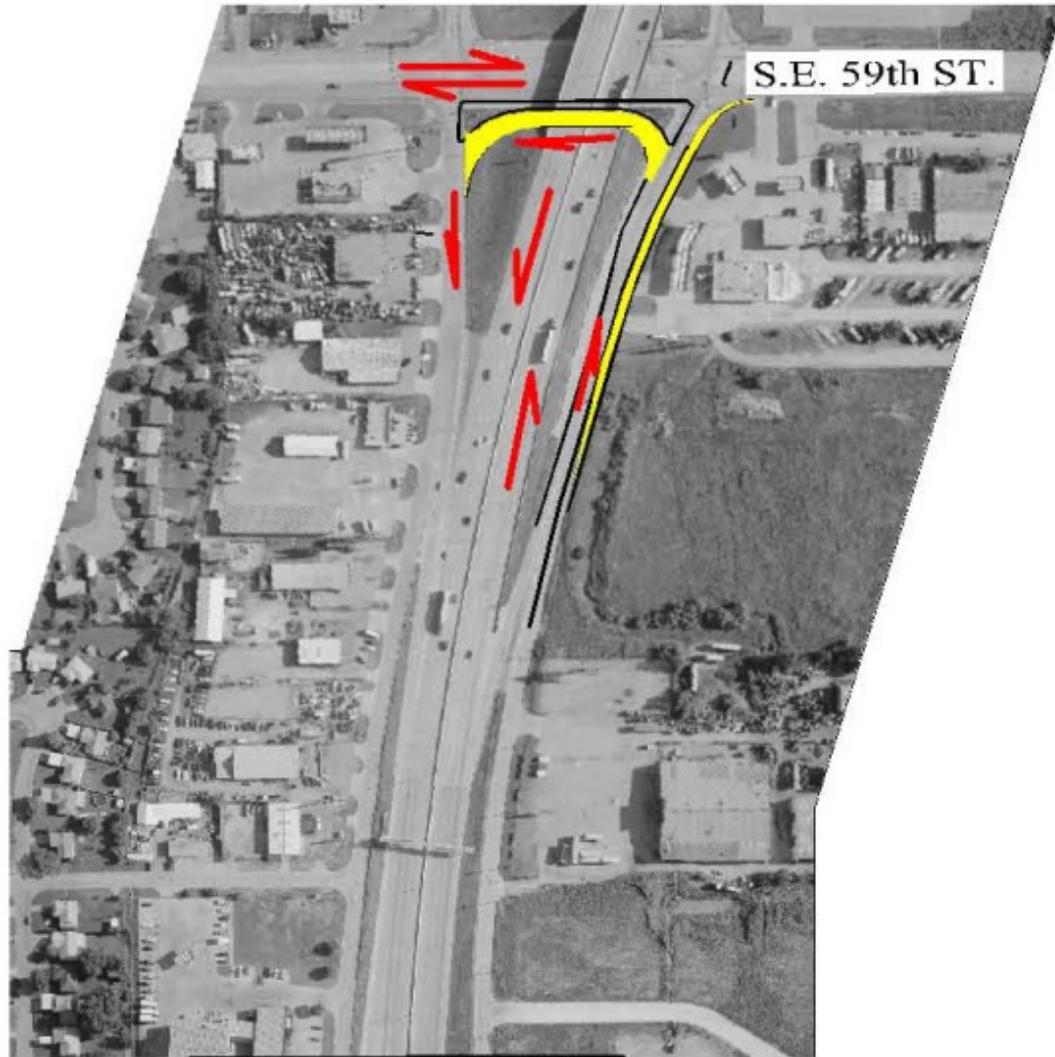






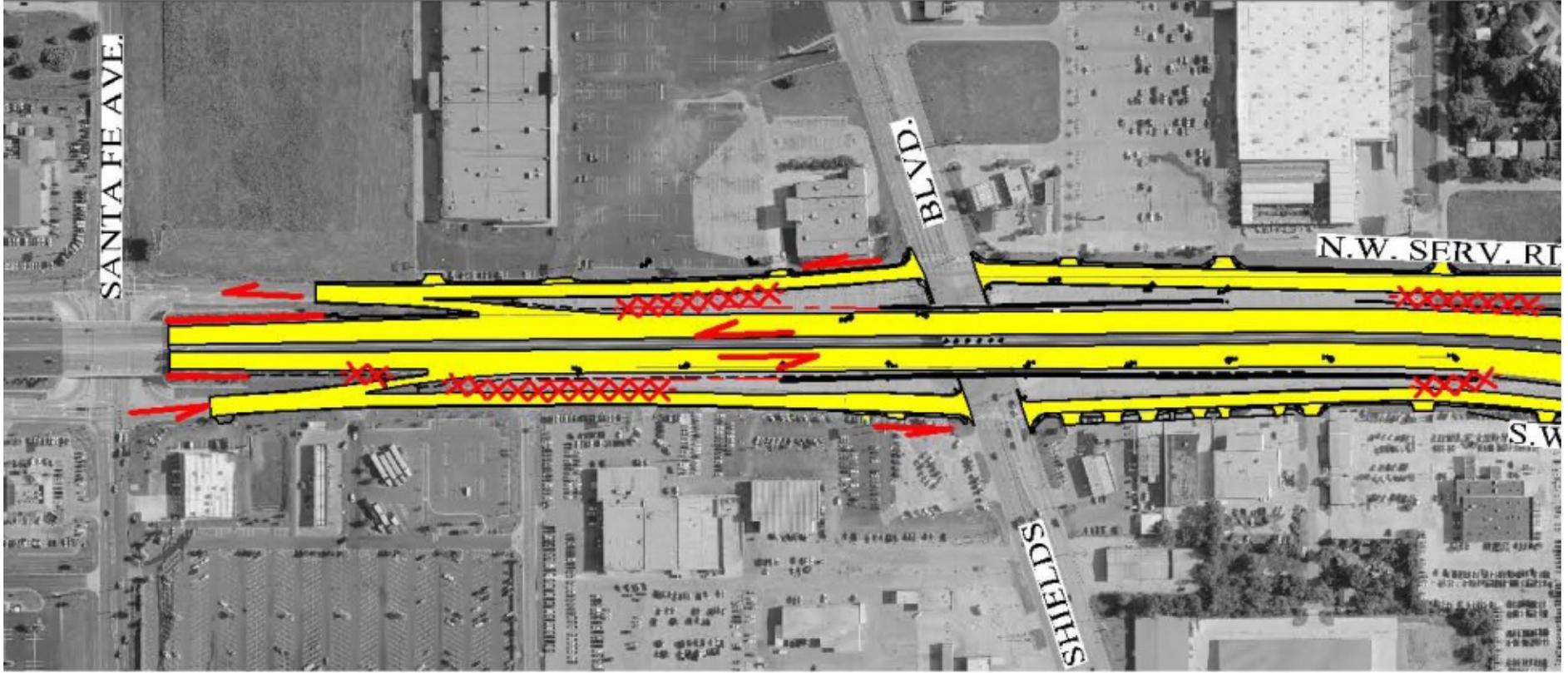
BR. "H"

EASTERN AVE.



S.E. 59th ST.

MATCHLINE B



# Design Overview

## CORSIM Analysis

Helene Murdock, Poe & Associates

# Closing Remarks

Brian Taylor, ODOT Division 4



# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr.	Jusan Blake	12101 Hickory Creek Blvd		<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> Ms.	suebie2@msn.com	OKC, 73170			<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	JAMES VEPP	501 S.E. 72nd		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.		OKC 73149			<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	CRAIG MOODY	ODOT RAIL		<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Myles	OK COUNTY		<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	JAMESON				<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other



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NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Joseph Griffin JGriffinOKC@gmail.com	404 SW 65th OKC 73139 806-789-1695	Resident	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	MG Berkowitz mommabearberkowitz@gmail.com	100 N Wyndemere Lakes D Moore OK 405 793-1348	Resident	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Eric Roseberry	809 SE 69th St Oklahoma City, OK 73149	Resident	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	GREGORY MASSEY		ODOT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Lee + Kay McKinnis bkaymail@swbell.net/wb5zmn@swbell.net	P.O. Box 7662 moore, OK 73155	Resident	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	BOB GRANAM	229 NW 69 OKC, OK 73116	RETIRED	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	MARK NETZ	533 SE 72 OKC OK 73149	Resident	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Miguel Baez	Station 7	OCFD	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Clayton Bonty rbonty@odot.org	701 SE 82nd St Okc, OK	ODOT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Kirithi Cole kcole@crossroadsmallokc.com	7000 Crossroads Blvd OKC, 73149	PLAZA MAYA	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	GEORGE ANTONY	PO BOX 1292 NORMAN OK 73070		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Larry Wilson	6000 Shields	Auto Parts	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Marvin Loppke			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Paul Green	ODOT		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Jim Holman	5001 S Shields Okc 73129	TITE CAR STORE	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	MARY SOSA	540 SW. 27	College Hill NA	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Tracy Roy Barbara Roy	916 SE 70 OKE, OK 73149 634-0754		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	JAMES SPRING	913 SE 71ST ST OK 73149 405-631-6029		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Pamela Hayes (405) 213-8605 pamela.hayes@integr8.com	3030 NW Expressway, Ste 1620 OKC, OK 73112		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Paul Urquhart URQUHART@MACK.OK		SOUTH OKC CHAMBER	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Shane Stone		State House Dist. 89	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Brad Smicklas BSmick@Hudiburg.com	240 & shields	Hudiburg Nissan Subaru	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Don & Carolyn Wilson	6401 S. Country Club Dr. OKC		<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Bryan & Kay Dickinson	5804 S Francis Ave OKC 73109		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Siv Sundaram	ODOT		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Patrick Clavin patrick.a.clavin@occedu		OCCE	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Nolores Stephens	712 SE 69		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Debbie Miller	420 W Main 291-3832	OKCPW	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Larry Donovan	8000 S. I-35 OKC OK 73149	Blazers Ice Centre	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Tony Euns		Pue & Associates	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Robert Page Elaine Lyons	709 S.E 79 701 SW 74 St 73139 634-1436	SOXC Chamber	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Chris Kennedy	OK House		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Daniel Nguyen dnguyen@odot.org	200 NE 21st OKC, OK 522-7602	ODOT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input checked="" type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	LAURA CHANEY lchaney@odot.org	200 NE 21st OKC, OK 73105	ODOT	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Danny Frazier	1000 SW 96		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Regory Pomeroy	824 SE 69		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	R. McCleary wizards1989@yahoo.com	PO Box 6052 moore OK		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Lindsay Long lindsay.long@poeandassociates.com		Poe & Associates	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Kyle Lovelace lovelace@aksonet.org			<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Karla Marshall karla.marshall@mnte.edu		MNTE	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Cody Boyd	200 NE 21st St. OKC, OK	ODOT-MPR	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Steve Cooper	P.O. Box 30401 Edmond OK 73023	7-ELEVEN	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Michael Hofener	6000 S. Western Str. <sup>300</sup> OKC, OK 73139	TEC	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	DAVID DOTEN	200 NE 21 <sup>st</sup> St OKC, OK 73105	ODOT-SAPM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Josh Buser	2736 Cimarron Dr Norman, 73071		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Jimmy Fish	2620 S.W. 63rd St. OKC, OK 73159		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Kevin Calabrese	9335 S. Penn OKC, OK, 73159	South Chamber	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Pete White	15733 JE 13A OKC, OK 73165	OKC Council #4	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Dick Carter	6200 S. Reebly Rd 808-3912		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	John W Meek	3719 N Portland 405-630-8152	1st Comm Mgmt	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Teresa Stowe	ODOT	—	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	ABE SAMUEL	6800 S I 35 SERVICE OKC 73149	MAGNUSON HOTEL	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input checked="" type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	JOHN JONES	3609 SW 123 RD CT 405-397-3895	SWIFT TRANSPORTATION	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Roberta Smoot	1212 S.E. 20th OKC OK 73129 902 7342		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Bryan Smoot	1212 S.E. 20 430 8349		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Michael Buser Michael73072@gmail.com	2734 Cimarron Dr Norman OK 73071 405-413-5025	—	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



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NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Robert & MADALENE Rueda	mw c 405-737-0776 9505 Montclair Dr	Retires	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	PEGGY GARNAND DWAYNE Smith	600 SW 47 7225 Ashby Terr	Retired "	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Ken McDaniel KFMCDANIEL40@GMAIL.COM	1061 SW 107 OKC 691-4080	"	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Debi Martin City Council Ofc.		Council Chief Staff	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	John Bowman	200 NE 21 <sup>ST</sup> OKC, OK	ODOT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Brad Thompson	719 SE 79 <sup>TH</sup>	Home Owner	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	John Henry	6351 Corky Dr	FIFA	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Dawn Sullivan		ODOT Env. Programs	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	DAVID SAULSBERRY	200 NE 21 <sup>ST</sup> OKC, OK 73105	ODOT	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Myles Prueger	19500 SE 125 <sup>TH</sup> ST OKC, OK 74851		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Dione Barlow	200 NE 21 <sup>ST</sup> OKC City	ODOT	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Greg Thompson	719 SE 79 <sup>TH</sup> OKC 73149		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Tim Tegeler	200 N.E 215 <sup>TH</sup> ST. OKC, OK 73105	ODOT	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Jim Benson	1600 NW Expressway Ste 400 OKC 73118	Pse & Associates	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	JASON MADRID	2729 SW 60 <sup>TH</sup> ST. OKC, 73159		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	GREGG COFFMAN	2717 BELMONT DR Norman, OK 73072	CONSLAR STRUCTURES	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



# PUBLIC MEETING SIGN-IN SHEET

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(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Gerry Broken gbroken172@gmail.com	8309 Bellman Ave OKC, OK 73149	—	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Stefan Wolk stefan.f.wolk@gmail.com	9901 Forest Glade Dr.		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Dan Berkowitz	100 N. Wyndemere Lakes Dr. Moore, OK 73160		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Peter Evans	1208 SW 96th OKC OK 73139		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Mrs.	Souzan Bahavar	5801 N. Robinson OKC OK		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Lisa Salm	919-6002		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	Greg Lindsay	239 7615	OKC Fire	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



Thursday, June 11, 2015 ( 6:00 PM CDT )

I-35/I-240 - Oklahoma County, OK

# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	George Roy gs_roy@hotmail.com	916 SE 70th Oklahoma City (918)864-0897	Residual	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input checked="" type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other
<input type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native American	<input type="checkbox"/> Hispanic <input type="checkbox"/> Black <input type="checkbox"/> Other



# PUBLIC MEETING SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME & EMAIL			ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input type="checkbox"/> Mr.	Jon & Kristen Echols	Jon.Echols@okhouse.gov		Oklahoma House of Reps.	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.	Kay Floyd			OK Senate	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	
<input type="checkbox"/> Mr.					<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.					<input type="checkbox"/> Asian	<input type="checkbox"/> Black	
<input type="checkbox"/> Mrs.					<input type="checkbox"/> Native American	<input type="checkbox"/> Other	



# PUBLIC MEETING SIGN-IN SHEET

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(Please Print Clearly)

NAME & EMAIL		ADDRESS & PHONE NUMBER	BUSINESS / ORGANIZATION	GENDER / RACE [OPTIONAL]		
<input checked="" type="checkbox"/> Mr.	Will Nedbalek			<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	wnedbalek@odot.org	405-508-5438	ODOT	<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Jamie Crowe	405 4135018	South Occ Chamber	<input type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input checked="" type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	jamielcrowe@southocc.com			<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input checked="" type="checkbox"/> Mrs.				<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Randal Dame	1684 SW 86	Financial Adv	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	dame.raudy@yahoo.com	OKC OK 73162		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Mr.	Jeff Sandusky	2020 E. Sorghum Rd. 1128		<input checked="" type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	jsandusky@CIRRLUSAIRCRAFT.COM	Edmond, OK 73034		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Gloria Torres	2542 SW 54 Pl	OCCC	<input type="checkbox"/> Male	<input type="checkbox"/> White	<input checked="" type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	gloria.torres@occc.edu	OCCC OK 73119 250 3232		<input checked="" type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.	Chris Boyle	8601 SE 35 SU RD	Fedex	<input checked="" type="checkbox"/> Male	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.	carboyle@fedex.com	OKC OK 73149		<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other
<input type="checkbox"/> Mr.				<input type="checkbox"/> Male	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic
<input type="checkbox"/> Ms.				<input type="checkbox"/> Female	<input type="checkbox"/> Asian	<input type="checkbox"/> Black
<input type="checkbox"/> Mrs.				<input type="checkbox"/> Female	<input type="checkbox"/> Native American	<input type="checkbox"/> Other



Thursday, June 11, 2015 (6:00 PM CDT)

I-35/I-240 - Oklahoma County, OK

# MEDIA SIGN-IN SHEET

WWW.ODOT.ORG/PUBLICMEETINGS

(Please Print Clearly)

NAME	PHONE or EMAIL	STATION
Jenni Angier	angier@odot.org	ODOT
Keaton FOX, FOX 25		KOKA
Colleen Wilson		KOKH
Sarah Jensen The Moore Daily	sarah@mooremonthly.com	Moore Daily
Joe Echelle	jechelle@odot.org	
Lacey Echelle		
Erasmw Reyes	erasmw.r@tylermedia.com	KTVZ
Jesus Del Real	jesus.r@tylermedia.com	TELE MUNDO

## PUBLIC INVOLVEMENT MEETING for the I-35/I-240 Interchange in Oklahoma County, OK

---

- **Date:** June 11<sup>th</sup>, 2015
  - **Time:** 6:00 PM
  - **Location:** Wilmont Place Baptist Church  
*Sanctuary*  
6440 S Santa Fe Ave  
Oklahoma City, OK 73139
- 

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 in Oklahoma City in Oklahoma County. The proposed improvements include the reconstruction of the existing interchange to a multi-level interchange. 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.

There was an Environmental Assessment completed in 2005 and a Finding of No Significant Impact issued. The purpose of the meeting is to present current design information for the interchange including changes to ramps and access. As part of our efforts to keep the public informed of this project and involved in the decision process, ODOT has scheduled a public meeting to present the current information and request public input.

*Additional information about the project and the upcoming meeting can be obtained from the following:*

**David Saulsberry**  
*ODOT Environmental Coordinator*  
(405) 521-2315  
[dsaulsberry@odot.org](mailto:dsaulsberry@odot.org)

If you require special accommodations for the meeting, please direct your request to **Frank Roesler III**, *ODOT Public Involvement Officer*, (405) 521-2350 or [m-coordinator@odot.org](mailto:m-coordinator@odot.org) to at least three (3) working days in advance of the meeting date.

### **Downloads:**

*Solicitation Materials*

[Postcard](#)

*All meeting materials will be posted to the web by the end of business day on the day after the meeting is held.*

Last Modified on 06/11/2015





**OKLAHOMA DEPARTMENT  
OF TRANSPORTATION**  
Environmental Programs Division  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105

## **PUBLIC MEETING**

**Date:**  
June 11<sup>th</sup>, 2015

**Time:**  
6:00 PM

**Place:**  
In the Sanctuary at  
Wilmont Place Baptist Church  
6440 S. Santa Fe  
Oklahoma City, OK 73139



## **PUBLIC MEETING**

## **I-35/I-240**

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 in Oklahoma City in Oklahoma County. The proposed improvements include the reconstruction of the existing interchange to a multi-level interchange. 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.

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If you require special accommodations for the meeting, please direct your request to Frank Roesler III, [ODOT Public Involvement Officer](#), at 200 NE 21st Street, Oklahoma City, OK 73105, (405) 521-2350 or [m-coordinator@odot.org](mailto:m-coordinator@odot.org), at least three (3) working days in advance of the meeting date.

**WE LOOK FORWARD TO SEEING YOU THERE**

7 Eleven LLC  
2021 S Macarthur Blvd  
Oklahoma City, OK 73128

Allen Homes LLC  
2808 Asheforde Oak Blvd  
Edmond, OK 73034

Area 1 LLC  
PO Box 29046  
Phoenix, AZ 85038

United States  
Beef Corp.Number 1492  
PO Box 22845  
Oklahoma City, OK 73123

Mary Blough  
6015 S I35 Service Rd  
Oklahoma City, OK 73149

Blue Bell Operating LP  
1101 S Blue Bell Rd  
Brenham, TX 77833

Gloria Randall  
PO Box 890081  
Oklahoma City, OK 73189

Bristol Properties Inc  
110 NW 132nd St  
Oklahoma City, OK 73114

James & Sadie Bryson  
PO Box 720935  
Norman, OK 73070

Anheuser Bush LLC  
C/O Corp Tax Dept  
One Busch PL  
St Louis, MO 63118

H&H Assocs of Norman  
C/O Industry Consulting  
PO Box 810490  
Dallas, TX 75381

DLH Prop. LLC C/O Savage Savage  
& Brown  
PO Box 22845  
Oklahoma City, OK 73123

Michael Paul Caraker  
6620 S I 35 Service Rd  
Oklahoma City, OK 73149

CRM Prop. Group LLC  
14105 N Eastern Ave  
Ste 100  
Edmond, OK 73013

Crossroads Baptist Church  
929 SE 69Th St  
Oklahoma City, OK 73149

Crossroads Shopping  
Center Inc  
PO Box 3025  
Oklahoma City, OK 73101

Steve Cupit  
PO Box 892456  
Oklahoma City, OK 73189

DDL Speed Mart LLC  
PO Box 890503  
Oklahoma City, OK 73189

DJC Property Corporation  
1307 S Boulder Ave Ste 400  
Tulsa, OK 74119

Dotson & Merson Develop Co  
2929 W Wilshire Blvd  
Oklahoma City, OK 73116

DSB II LLC  
211 N Robinson Ave  
Ste N1950  
Oklahoma City, OK 73102

EKM LLC  
837 SE 82Nd St  
Oklahoma City, OK 73149

Flair Capital LLC  
3307 NE 10Th St  
Oklahoma City, OK 73117

G&A Properties LLC  
400 E I240 Service Rd  
Oklahoma City, OK 73149

Gary Owens Dev. Inc  
PO Box 283  
Mustang, OK 73064

Golden Prairie Assocs LLC  
6001 Montrose Rd Ste 600  
Rockville, Md 20852

GTA Investments Inc  
2801 SW 128Th St  
Oklahoma City, OK 73170

Halle Properties LLC  
20225 N Scottsdale Rd  
Scottsdale, Az 85255

Ashley Ann Harrell  
3301 S Western Ave  
Oklahoma City, OK 73109

Heartland Whlsl Retail  
6800 S I35 Service Rd  
Oklahoma City, OK 73149

William Higginbotham  
PO Box 94370  
Oklahoma City, OK 73143

Hill Associates LTD  
6403 NW Grnd Blvd  
Ste 103  
Oklahoma City, OK 73116

Home Depot USA Inc  
PO Box 105842  
Atlanta, Ga 30348

Hudiburg Partners LLC  
6000 Tinker Diagonal  
Midwest City, OK 73110

Weston Group LLC  
In Oklahoma  
123 N College Ave #215  
Fort Collins, Co 80524

Industrial Realty Group  
3104 NW 23rd St  
Oklahoma City, OK 73107

Interstate Fuels LLC  
PO Box 60446  
Oklahoma City, OK 73146

Ipurchasehomes LLC  
19127 NW Chiloquin  
Bend, OR 97701

JCM Investments LLC  
837 SE 82nd St  
Oklahoma City, OK 73149

JHS Homes & Holdings  
1001 Reginald Dr  
Norman, OK 73072

Charles Ray Johnson  
4427 Tamarisk Dr  
Oklahoma City, OK 73120

Mike Johnson  
32003 100th St  
Paoli, OK 73074

KWL Properties LLC  
1553 N Porter Ave  
Norman, OK 73071

Don & Carolyn Wilson  
6401 S Country Club Dr  
Oklahoma City, OK 73159

LM Real Estate Company  
101 N Robinson Ave  
Ste 820  
Oklahoma City, OK 73102

Sophia Lopez  
920 SE 70Th St  
Oklahoma City, OK 73149

MVP Investments LLC  
8000 S I 35 Service Rd  
Oklahoma City, OK 73149

Mohammadali Najafabadi &Tork  
Marjan  
1509 Deason Dr  
Edmond, OK 73013

O&M Restaurant Group  
1000 W Wilshire Blvd  
Ste 203  
Oklahoma City, OK 73116

Oklahoma City Community College  
7777 S May Ave  
Oklahoma City, OK 73159

OG&E  
PO Box 321  
Oklahoma City, OK 73101

Oxy USA Inc  
PO Box 27570  
Houston, TX 77227

Pec Cherokee Indstrl Park  
11600 Broadway Ext  
Ste 250  
Oklahoma City, OK 73114

R. &W. Pelfrey  
3280 Delmar Rd  
Del City, OK 73115

Billie Jo Pierce  
801 Livingston Dr  
Allen, TX 75002

P. K. K.  
12908 Doriath Way  
Oklahoma City, OK 73170

Quail 2006 LLC  
PO Box 14203  
Oklahoma City, OK 73113

Rak Properties Inc  
PO Box 12920  
Oklahoma City, OK 73157

Patricia Randall  
11000 S Walker Ave  
Oklahoma City, OK 73170

Realty Income Corp  
535 Marriott Dr  
Nashville, TN 37214

Tracey & Barbara Roy  
916 SE 70th St  
Oklahoma City, OK 73149

Samay Hotel Enterprise  
2308 S Meridian Ave  
Oklahoma City, OK 73108

Mark J. Sandusky  
2020 E Sorghum Mill Rd  
Edmond, OK 73034

Shields Petroleum Inc  
7420 S Shields Blvd  
Oklahoma City, OK 73149

Shields Plaza LLC  
7725 W Reno Ave  
Ste 398  
Oklahoma City, OK 73127

Dwayne & Faye Smith  
7225 Ashby Ter  
Oklahoma City, OK 73149

Sooner or Later Assocs  
6001 Montrose Rd  
Ste 600  
Rockville, MD 20852

James Spring  
913 SE 71st St  
Oklahoma City, OK 73149

Tio Chuys Auto Sales  
5350 S Western Ave  
Ste 400  
Oklahoma City, OK 73109

R.E. & Joann Vanbuskirk  
928 SE 69th St  
Oklahoma City, OK 73149

Warren & Tammy White  
7229 Ashby Ter  
Oklahoma City, OK 73149

Mr. Nolen Moore  
15609 Crescent Circle  
Oklahoma City, Oklahoma 73165



May 20, 2015

Mr. Gary Corino  
Division Administrator  
Federal Highway Administration (FHWA)  
5801 N Broadway Extension, Suite 300  
Oklahoma City, Oklahoma 73118

Dear Mr. Corino:

RE: Reconstruct I-35/I-240 Interchange (Phase I, II, III, & IV), Job Piece No. 09032(05)(06)(07)(08),  
Oklahoma County

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 in Oklahoma City in Oklahoma County. The proposed improvements include the reconstruction of the existing interchange to a multi-level interchange. 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.

There was an Environmental Assessment completed in 2005 and a Finding of No Significant Impact issued. The purpose of the meeting is to present current design information for the interchange including changes to ramps and access. A public meeting to request public input will be held at 6:00 p.m. on June 11, 2015 in the Sanctuary at Wilmont Place Baptist Church, 6440 S. Santa Fe, Oklahoma City, OK 73139.

If you require special accommodations for the meeting, please direct your request to Frank Roesler III, ODOT Public Involvement Officer, at 200 NE 21st, Oklahoma City, OK 73105, (405) 521-2350 or froesler@odot.org at least three (3) working days in advance of the meeting date.

Should you have any questions regarding the project, please contact David Saulsberry, Environmental Project Manager, ODOT, at (405) 521-2315 or dsaulsberry@odot.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dawn R. Sullivan", is written over a light blue circular stamp.

Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer

DRS/ds

Enclosures: Configuration Map, Location Map

Mr. Gary Corino  
Division Administrator  
Federal Highway Administration (FHWA)  
5801 N Broadway Extension, Suite 300  
Oklahoma City, Oklahoma 73118

Mr. Greg Love  
District IV  
Oklahoma Transportation Commissioner  
10601 N. Pennsylvania Avenue  
Oklahoma City, Oklahoma 73120

Board of County Commissioners  
Oklahoma County Courthouse  
320 Robert S. Kerr, Suite 621  
Oklahoma City, Oklahoma 73102

The Honorable Steven Russell  
U.S. House of Representatives  
4600 SE 29th Street, Suite 400  
Del City, Oklahoma 73115

The Honorable Steven Russell  
U.S. House of Representatives  
128 Cannon House Office Building  
Washington, DC 20515

The Honorable Kyle Loveless  
State Senate  
2300 North Lincoln Boulevard, Room 237  
Oklahoma City, Oklahoma 73105

The Honorable Paul Wesselhoft  
State Representative  
2300 North Lincoln Boulevard, Room 328  
Oklahoma City, Oklahoma 73105

The Honorable Jim Inhofe  
U.S. Senate  
302 N Independence #104  
Enid, Oklahoma 73701

The Honorable Jim Inhofe  
U.S. Senate  
205 Russell Senate Office Building  
Washington, DC 20510

The Honorable James Lankford  
U.S. Senate  
1015 N. Broadway, Suite 310  
Oklahoma City, Oklahoma 73102

The Honorable James Lankford  
U.S. Senate  
B40-C Dirksen Senate Office Building  
Washington, DC 20510

Mr. John Johnson  
Executive Director  
Association of Central Oklahoma Governments  
21 E. Main Street, Suite 100  
Oklahoma City, Oklahoma 0

The Honorable Mick Cornett  
Mayor of Oklahoma City  
200 N. Walker  
Oklahoma City, Oklahoma 73102

Ms. Keili McEwea  
Office of the Governor  
2300 N. Lincoln, Suite 212  
Oklahoma City, Oklahoma 73105

Councilman Pete White  
City of Oklahoma City  
200 N. Walker  
Oklahoma City, Oklahoma 73102

Mr. James D. Couch  
City Manager  
Office of the City Manager  
200 N Walker, 3rd Floor  
Oklahoma City, Oklahoma 73102

Mr. Rob Neu  
Superintendent  
Oklahoma City Public Schools  
900 N. Klein  
Oklahoma City, Oklahoma 73106

Mr. William Citty  
Chief of Police  
City of Oklahoma City Police Department  
701 Colcord Drive  
Oklahoma City, Oklahoma 73102

Mr. G. Keith Bryant  
Fire Chief  
City of Oklahoma City Fire Department  
820 Northwest 5th Street  
Oklahoma City, Oklahoma 73106

Mr. Stephen Williamson  
President  
EMSA  
1111 Classen Drive  
Oklahoma City, Oklahoma 73103

Mr. Robert Ruiz  
Plaza Mayor  
7000 Crossroads Blvd.  
Oklahoma City, Oklahoma 73149

Ms. Kristi Cole  
Plaza Mayor  
7000 Crossroads Blvd.  
Oklahoma City, Oklahoma 73149

Mr. John Wooley  
Raptor Properties  
6307 Waterford Blvd, Suite 155  
Oklahoma City, Oklahoma 73118

Ms. Elaine Lyons  
South OKC Chamber of Commerce  
701 SW 74 Street  
Oklahoma City, Oklahoma 73139

Mr. Harry Wilson  
South OKC Chamber of Commerce  
701 SW 74 Street  
Oklahoma City, Oklahoma 73139

Mr. Tom Gray  
Envision 240  
701 W I-240 Service Road  
Oklahoma City, Oklahoma 73139

Mr. Mike Voorhees  
Envision 240  
701 W I-240 Service Road  
Oklahoma City, Oklahoma 73139

Ms. Kim Cooper-Hart  
Oklahoma City Planning  
City of Oklahoma City  
420 W. Main  
Oklahoma City, Oklahoma 73102

Ms. Debbie Miller  
Oklahoma City Public Works  
City of Oklahoma City  
420 W. Main  
Oklahoma City, Oklahoma 73103

Ms. Kamalah Young  
Public Projects Manager  
BNSF Railway  
4515 Kansas Avenue  
Kansas City, Kansas 66106

The Honorable Mike Christian  
State Representative  
648 SW 41st  
Oklahoma City, OK 73109

The Honorable Rob Standridge  
State Senate  
2300 N. Lincoln Blvd., Rm. 417A  
Oklahoma City, OK 73105

The Honorable Richard Morrisette  
State Representative  
6609 S. Harvey Ave.  
Oklahoma City, OK 73139

The Honorable Jon Echols  
State Representative  
2300 N. Lincoln Blvd.  
Room 248  
Oklahoma City, OK 73105

The Honorable Mark McBride  
State Representative  
2300 N. Lincoln Blvd.  
Room 248  
Oklahoma City, OK 73105

The Honorable Anthony Sykes  
State Senate  
2300 N. Lincoln Blvd., Rm. 426  
Oklahoma City, OK 73105

The Honorable Ralph Shortey  
State Senate  
2300 N. Lincoln Blvd., Rm. 527A  
Oklahoma City, OK 73105

The Honorable Chris Kannady  
State Representative  
2300 N. Lincoln Blvd.  
Room 246A  
Oklahoma City, OK 73105

The Honorable Kay Floyd  
State Senate  
23 00 N. Lincoln Blvd., Room  
522A  
Oklahoma City, OK 73105



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N. E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105-3204  
[www.odot.org](http://www.odot.org)

May 20, 2015

Mr. Richard Fields  
Assistant Field Office Manager - Multi Resources Oklahoma Field Office  
Bureau of Land Management  
7906 E. 33rd Street, Suite 101  
Tulsa, Oklahoma 74145-1352

Dear Mr. Fields:

RE: Solicitation for input for the I-35/I-240 Interchange Reconstruction in Oklahoma County, Oklahoma

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 in Oklahoma City in Oklahoma County. The proposed improvements include the reconstruction of the existing interchange to a multi-level interchange. 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.

There was an Environmental Assessment completed in 2005 and a Finding of No Significant Impact issued. The purpose of the meeting is to present current design information for the interchange including changes to ramps and access. A public meeting to request public input will be held at 6:00 p.m. on June 11, 2015 in the Sanctuary at Wilmont Place Baptist Church, 6440 S. Santa Fe, Oklahoma City, OK 73139.

The purpose of this solicitation is to present the updated design and get input. To allow adequate time for evaluation of your comments, we would appreciate receiving a response by June 25, 2015. Your written comments should be directed to the Environmental Program Division Engineer, Oklahoma Department of Transportation, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105.

We sincerely appreciate your cooperation in this matter. For further information or if you have any questions, please contact David Saulsberry, Environmental Project Manager, ODOT, at (405) 521-2315 or [dsaulsberry@odot.org](mailto:dsaulsberry@odot.org).

Sincerely,

Dawn R. Sullivan, P.E.  
Environmental Programs Division Engineer

DRS/ds

Enclosures: Configuration Map, Location Map

*"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

Mr. Richard Fields  
Assistant Field Office Manager - Multi Resources  
Oklahoma Field Office  
Bureau of Land Management  
7906 E. 33rd Street, Suite 101  
Tulsa, Oklahoma 74145-1352

Ms. Marjorie McColl Petty  
Regional Director  
Health & Human Services Region 6  
1301 Young Street, Ste.124  
Dallas, Texas 75202

Mr. Andrew Commer  
Regulatory Branch Chief  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Colonel Anthony Funkhouser  
District Engineer  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Mr. Steve Nolen  
Planning & Environmental (PER) Division  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Mr. Greg Estep  
Chief - Hydraulics & Hydrology Branch  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Mr. Scott Henderson  
Chief - Chief Water Management  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Ms. Michelle Lay  
Chief - Civil Design Section  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Mr. David Blackmore  
Engineering Branch, Infrastructure Section  
Tulsa District Corps of Engineers  
1645 S. 101 E. Avenue  
Tulsa, Oklahoma 74128-4629

Mr. Dan Deerinwater  
Regional Director, Southern Plains Region  
Bureau of Indian Affairs  
P.O. Box 368  
Anadarko, Oklahoma 73005

Mr. Gary O'Neil  
State Conservationist  
Natural Resources Conservation Service  
100 USDA, Suite 206  
Stillwater, Oklahoma 74074-2655

Federal Railroad Administration  
Region 5  
4100 International Plaza, Ste. 450  
Fort Worth, Texas 76109-4820

Mr. Jerry Hayden  
Field Office Director  
U.S. Housing & Urban Development  
301 W. 6th Street, Suite 200  
Oklahoma City, Oklahoma 73102

Mr. John A. Wessels  
Regional Director - Intermountain Region Office,  
Planning & Environmental Quality  
National Park Service  
12795 W. Alameda Parkway  
Denver, Colorado 80225

Mr. Steve Spencer  
Regional Environmental Officer  
U.S. Department of the Interior  
1001 Indian School NW, Suite 348  
Albuquerque, New Mexico 87104

Mr. Victor N. Bird  
Director  
Oklahoma Aeronautics Commission  
120 N. Robinson, Suite 1244W  
Oklahoma City, Oklahoma 73102

Mr. Tim Baker  
Director - Oil & Gas Division  
Oklahoma Corporation Commission  
2101 North Lincoln Blvd.  
Oklahoma City, Oklahoma 73105

Environmental Review Coordinator  
DEQ Customer Assistance Program  
P.O. Box 1677  
Oklahoma City, Oklahoma 73101-1677

Ms. Deby Snodgrass  
Secretary and Executive Director of Commerce  
Oklahoma Department of Commerce  
900 North Stiles  
Oklahoma City, Oklahoma 73104

Mr. Richard Hatcher  
Director  
Department of Wildlife Conservation  
1801 North Lincoln Blvd.  
Oklahoma City, Oklahoma 73152-8804

Mr. Trey Lam  
Executive Director  
Oklahoma Conservation Commission  
2800 North Lincoln Blvd., Ste. 160  
Oklahoma City, Oklahoma 73105

Commissioner Jim Reese  
Commissioner of Agriculture  
Department of Agriculture  
2800 N. Lincoln Blvd.  
Oklahoma City, Oklahoma 73105-4298

Mr. J.D. Strong  
Director  
Oklahoma Water Resources Board  
3800 North Classen  
Oklahoma City, Oklahoma 73118

Dr. G. Randy Keller  
Director  
Oklahoma Geological Survey  
100 East Boyd, Room N-131  
Norman, Oklahoma 73019-0628

Ms. Joy Hofmeister  
State Superintendent  
State Department of Education  
2500 North Lincoln Blvd., Rm. 121  
Oklahoma City, Oklahoma 73105-4599

Ms. Kristina S. Marek  
Director, State Parks  
Oklahoma Tourism & Recreation Department  
120 North Robinson Avenue, Ste. 600  
Oklahoma City, Oklahoma 73102

**OTHER**

**From:** [Thomas.Goldstein@dot.gov](mailto:Thomas.Goldstein@dot.gov)  
**To:** [Mike\\_Patterson/ODOT@fd9ns01.okladot.state.ok.us](mailto:Mike_Patterson/ODOT@fd9ns01.okladot.state.ok.us)  
**Cc:** [Pgreen@odot.org](mailto:Pgreen@odot.org); [dstreb@odot.org](mailto:dstreb@odot.org); [kharms@odot.org](mailto:kharms@odot.org); [Dawn\\_Sullivan/ODOT@fd9ns01.okladot.state.ok.us](mailto:Dawn_Sullivan/ODOT@fd9ns01.okladot.state.ok.us); [DNguyen@odot.org](mailto:DNguyen@odot.org); [Souzan.Bahavar@dot.gov](mailto:Souzan.Bahavar@dot.gov); [Elizabeth.Romero@dot.gov](mailto:Elizabeth.Romero@dot.gov); [John.Hartley@dot.gov](mailto:John.Hartley@dot.gov); [Karen.Orton@dot.gov](mailto:Karen.Orton@dot.gov)  
**Subject:** I-35/I-240 Crossroads Interchange Right-of-Way Project  
**Date:** 05/07/2013 03:46 PM  
**Attachments:** [I-35 I-240 Crossroads Interchange Letter.pdf](#)

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Good afternoon Mr. Patterson,

Attached is a letter regarding the I-35/I-240 Crossroads Interchange in Oklahoma County. During a meeting on April 8<sup>th</sup>, the Oklahoma Department of Transportation expressed it would like to advance a right-of-way project to acquire 30-plus parcels of land in the southwest quadrant of the Crossroads Interchange. FHWA has reviewed this request and will allow the right-of-way project to go forward if ODOT provides a letter requesting a conditional approval of the southwest quadrant right-of-way project addressing the conditions provided in the attached letter.

If you have any questions or comments, please contact me by email or at 405-254-3330.

Thanks,  
Tom Goldstein

*Thomas D. Goldstein, PE*  
Engineering and Operations Team Leader  
Federal Highway Administration  
Oklahoma Division Office  
5801 N Broadway Extension, Suite 300  
Oklahoma City, OK 73118  
Work: 405-254-3330  
Cell: 405-301-3681



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Oklahoma Division**

May 7, 2013

5801 N Broadway Ext., Ste. 300  
Oklahoma City, OK 73118  
Phone: 405-254-3300  
Fax: 405-254-3302  
[www.fhwa.dot.gov/okdiv](http://www.fhwa.dot.gov/okdiv)

In Reply Refer To:  
HDA-OK

J. Michael Patterson  
Executive Director  
Oklahoma Department of Transportation  
200 N.E. 21<sup>st</sup> Street  
Oklahoma City, OK 73105

Attention: Mr. Paul Green

Dear Mr. Patterson:

We appreciated the opportunity to discuss the I-35/I-240 Crossroads Interchange in Oklahoma County on April 8<sup>th</sup>. It is our understanding from this meeting that ODOT would like to advance a right-of-way project to acquire 30-plus parcels of land in the southwest quadrant of the Crossroads Interchange. The right-of-way (R/W) project is said to be needed to begin soon in order to meet the fiscal year 2015 letting schedule for the construction project on the I-240 eastbound to I-35 southbound ramp (southwest quadrant of the Crossroads Interchange).

It is also our understanding that an Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) for the entire interchange was signed in 2005, but that the Access Justification Report (AJR) was never officially approved. Normally, we would expect the approval of the NEPA document and the AJR to go hand-in-hand and be completed prior to letting any projects involving final design, right-of-way acquisition, construction, etc. However, it has been brought to our attention that this southwest quadrant will significantly improve the operation and safety of the Interstate mainlines and the interchange and is needed as soon as possible due to high accident rates. Therefore, ODOT is seeking a conditional authorization for a right-of-way project needed prior to the approval of the full reevaluation of the EA/FONSI and the AJR.

While it would be more ideal to wait to let this project, Federal Highway Administration (FHWA) will consider allowing this right-of-way project to go forward if ODOT provides a letter requesting a conditional approval of the southwest quadrant right-of-way project and addressing the following conditions:

- Explain the purpose and need for constructing a project in the Southwest Quadrant of the Crossroads Interchange in 2015 rather than waiting to let this project after the approval of a full reevaluation of the EA/FONSI of the entire interchange (including coverage on changes to Crossroads Mall) and the approved AJR. The justification should show the southwest quadrant project will improve safety (provide evaluation of crash data) and operation (reference traffic analysis showing improvements in level-of-service) of the Interstate mainlines and interchange.

- Provide the number and locations of the following as part of the southwest quadrant project: right-of-way parcels to be acquired and the number of displacees, personal properties and utilities to be relocated. It should also include the timeframes needed for the acquisitions and relocations.
- Prior to FHWA approval of the R/W projects at issue, ODOT must consult with this office regarding a reevaluation of the original EA. While it must address the entire interchange project in general terms, this consultation should address the following:
  - Focus on documenting that the proposed project in the SW quadrant is consistent with what was described in the original EA/FONSI,
  - Document that number and type of R/W acquisitions in this quadrant are consistent with those anticipated in the original NEPA approval,
  - Document that this action introduces no other substantive environmental impacts that were not evaluated in the original EA,
  - Address any changes in project setting or legal requirements that might render the original EA findings and recommendations obsolete, and
  - Describe future reevaluation and public outreach activities that will be completed to address known land-use changes and other environmental issues related to the entire interchange and known land use changes
- Provide assurance that ODOT will complete the full reevaluation of the entire EA/FONSI and the AJR within 1 to 2 years. FHWA will not be giving conditional approvals of any other sections of this interchange.
- Commit to completing a value engineering (VE) study prior to the SW Quadrant Project being let since the entire interchange project qualifies for a VE Study.
- Acknowledge that any costs due to changes from the overall reevaluation and AJR to the southwest quadrant will be ODOT's responsibility.

If you have any questions or comments please contact me at 405-254-3330 or by email at [thomas.goldstein@dot.gov](mailto:thomas.goldstein@dot.gov).

Sincerely,



Thomas D. Goldstein, P.E.  
Engineering & Operations Team Leader

CC: Mr. David Streb, Director of Engineering  
Mr. Kurt Harms, Right-of-Way and Utilities Division Engineer  
Ms. Dawn Sullivan, Environmental Programs Division Engineer  
Mr. Daniel Nguyen, Project Manager, Project Management Division