



***Public Hearing***  
***I-35 South***  
***Environmental Assessment***





# I-35 South Environmental Assessment

## *Introductions*

- ODOT
- Benham
- FHWA





# I-35 South Environmental Assessment

## *Proposed Improvements*

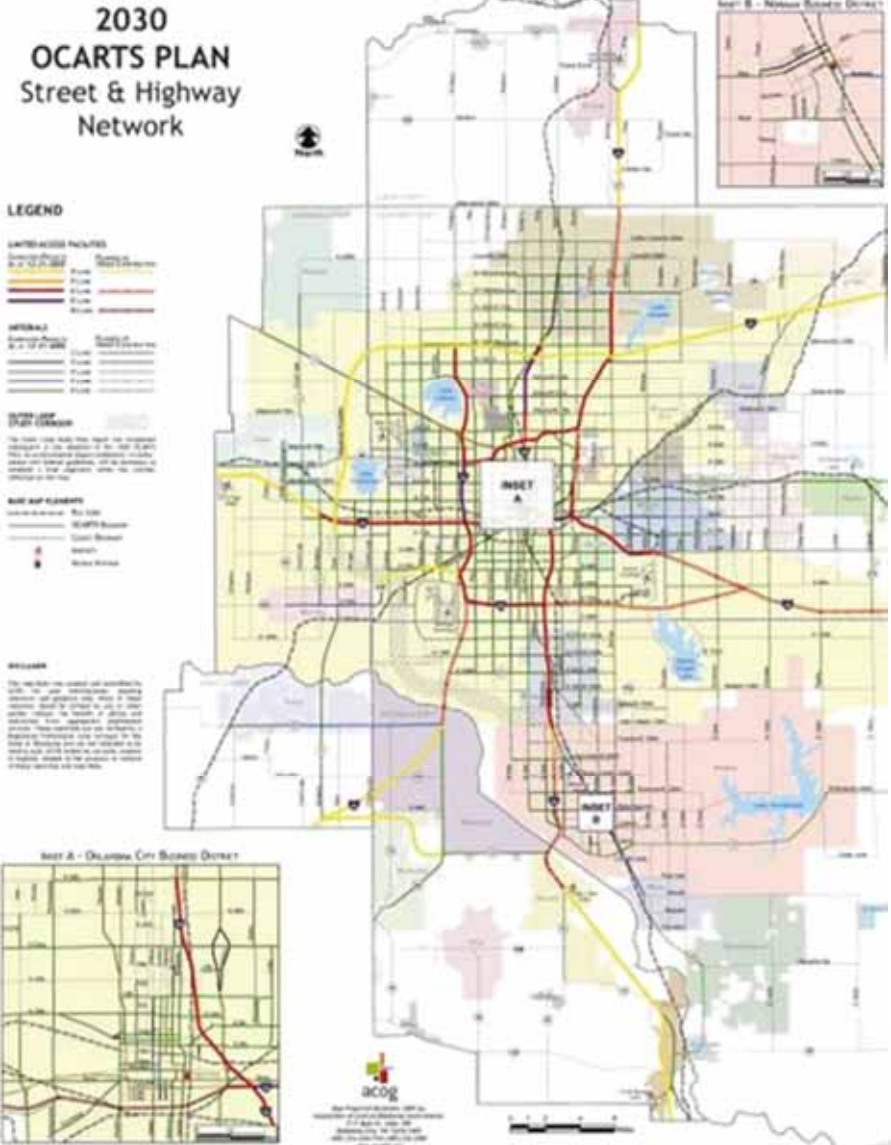
- Expand I-35 to 6 Lanes From Canadian River Bridge To ½ Mile North of Main Street
- Reconstruct SH 9E, Lindsey, & Main Interchanges
- Canadian River Bridge Improvements



# I-35 South Environmental Assessment

## *Project Purpose & Need*

- Increase Safety
- Provide Additional Capacity
- Implement OCART Study Recommendations



# I-35 South Environmental Assessment

## Study Area





# I-35 South Environmental Assessment

## *The Roadway Improvement Process*

- Establish Project within ODOT
- Complete Environmental Process
- Final Design
- Acquire Right-of-Way
- Relocate Utilities
- Construct Project



# I-35 South Environmental Assessment

## NEPA Process

- National Environmental Policy Act
- Decision Making Process





# I-35 South Environmental Assessment

## *NEPA Process*

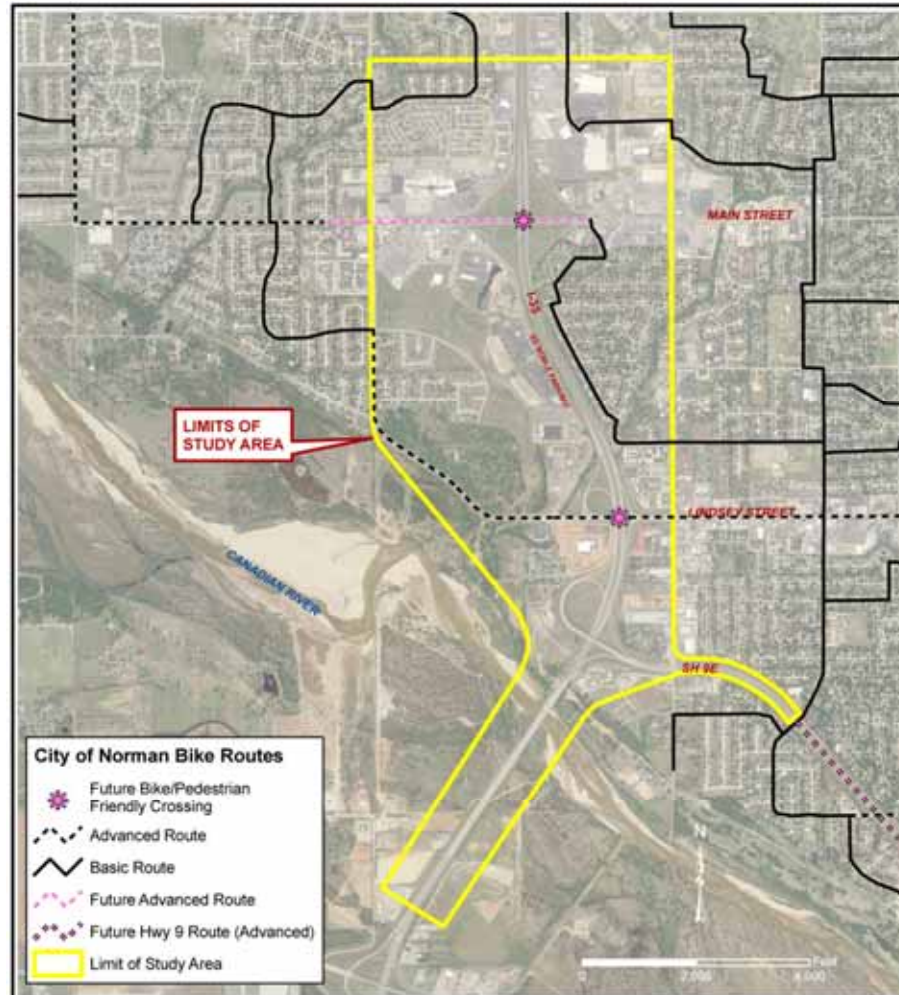
- Minimize Social, Environmental, & Economic Impacts of the Project
- Solicit Input from Federal, Tribal, State, Local Agencies, and Public
- Collect Environmental Data
- Consider Existing Planning Documents





# I-35 South Environmental Assessment

*Norman Bicycle Master Plan*



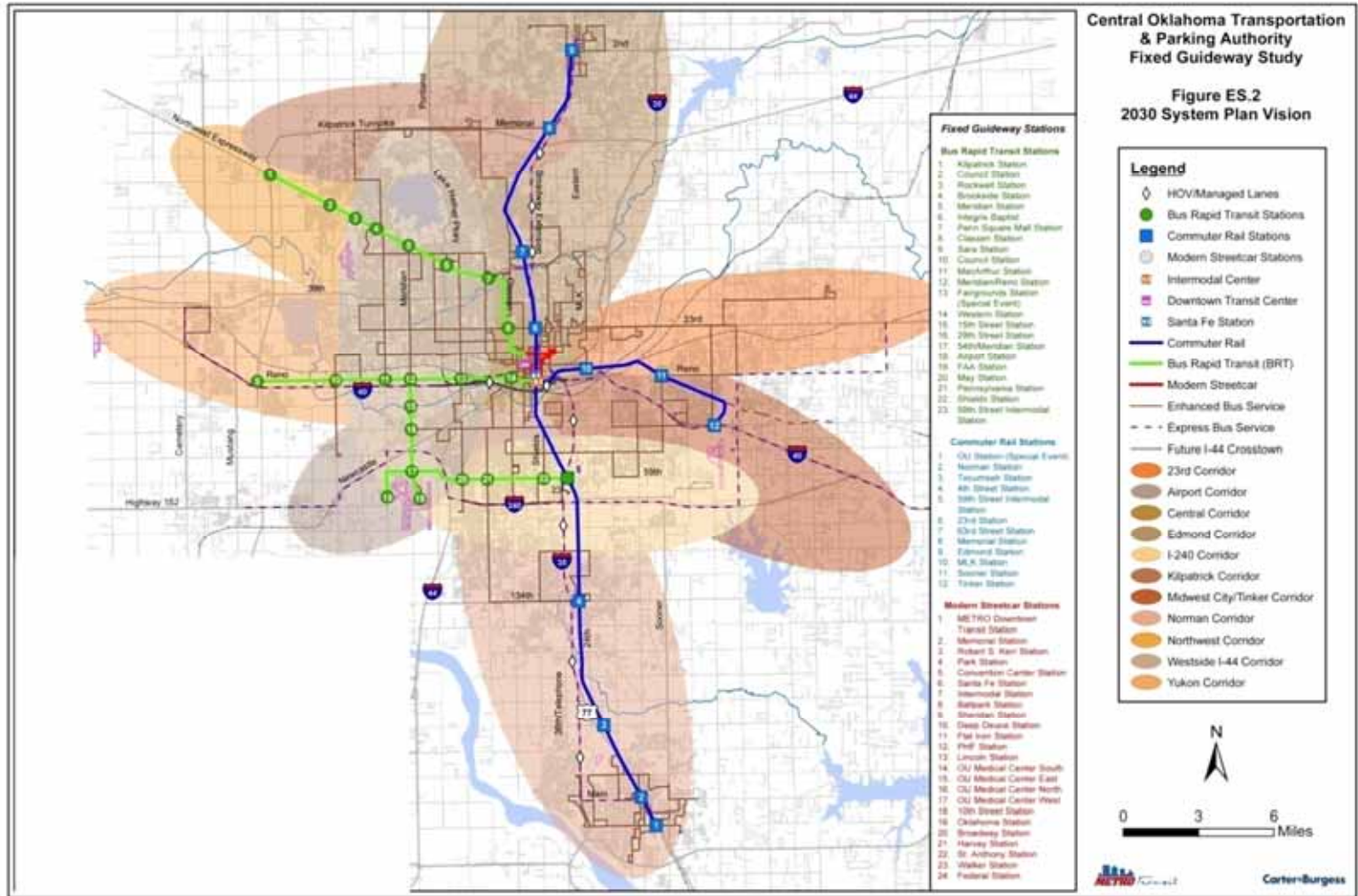
**City of Norman Bike Routes**

- Future Bike/Pedestrian Friendly Crossing
- Advanced Route
- Basic Route
- Future Advanced Route
- Future Hwy 9 Route (Advanced)
- Limit of Study Area

 The Benham Companies, LLC 3700 W Robinson, Suite 200 Norman, Oklahoma 73072 (405) 321-3895 www.benham.com	<b>FIGURE TITLE</b> CITY OF NORMAN BIKE ROUTE MAP	<b>DATE</b> 4/30/2016
	<b>DOCUMENT TITLE</b> I-35 SOUTH EA	<b>SCALE</b> AS SHOWN
	<b>CLIENT</b> ODOT	<b>DESIGNED BY</b> SA
	<b>LOCATION</b> CLEVELAND AND McCLAIN COUNTIES, OKLAHOMA	<b>APPROVED BY</b> SA
		<b>DRAWN BY</b> MBTS
		<b>PROJECT NUMBER</b> 4050701501
	<b>FIGURE NUMBER</b> 3	



# I-35 South Environmental Assessment





# I-35 South Environmental Assessment

## *NEPA Process*

- Minimize Social, Environmental, & Economic Impacts of the Project
- Solicit Input from Federal, Tribal, State, Local Agencies, and Public
- Collect Environmental Data
- Consider Existing Planning Documents
- Estimate Construction, Right-of-Way, and Utility Costs
- Evaluate Data and Costs to Select Preferred Improvements



# I-35 South Environmental Assessment

## ■ PROJECT HISTORY

- Four (4) Public Meetings
  - Meeting #1 (Sept. 2007): I-35 South Project Overview
  - Meeting #2 (Sept. 2008): 6 Concepts
  - Meeting #3 (Feb. 2009): 2 Concepts Carried Forward plus 4 New Concepts
  - Meeting #4 (Sept. 2009): 1 Concept Carried Forward plus 1 New Concept



# I-35 South Environmental Assessment

## ■ PROJECT HISTORY

- Key Comments from Public Meetings
  - Keep all Existing Connection Points at I-35/Lindsey
  - Keep all Existing Connection Points at SH 9E/24<sup>th</sup> Ave. SW
  - Concerns re: Timing and Design of Noise Wall
  - Aesthetic Enhancement of Noise Walls and Bridges
  - Minimize Right-of-Way and Auto Dealership Impacts



# I-35 South Environmental Assessment

## ■ PROJECT HISTORY

- *Key Comments from Public Meetings (continued)*
  - Consider Existing Storm Water Drainage Problems
  - Ensure SPUI Accommodates Pedestrian Traffic
  - Provide Ed Noble Parkway Connection
  - Improve SH 9E/I-35 Traffic Flow



# I-35 South Environmental Assessment

## ■ PROJECT HISTORY

- In Total, ODOT has Considered Multiple Design Alternatives
  - Taken into Consideration Engineering, Traffic, Environmental, and Public Comments
- Preferred Alternative has now been Selected



# I-35 South Environmental Assessment

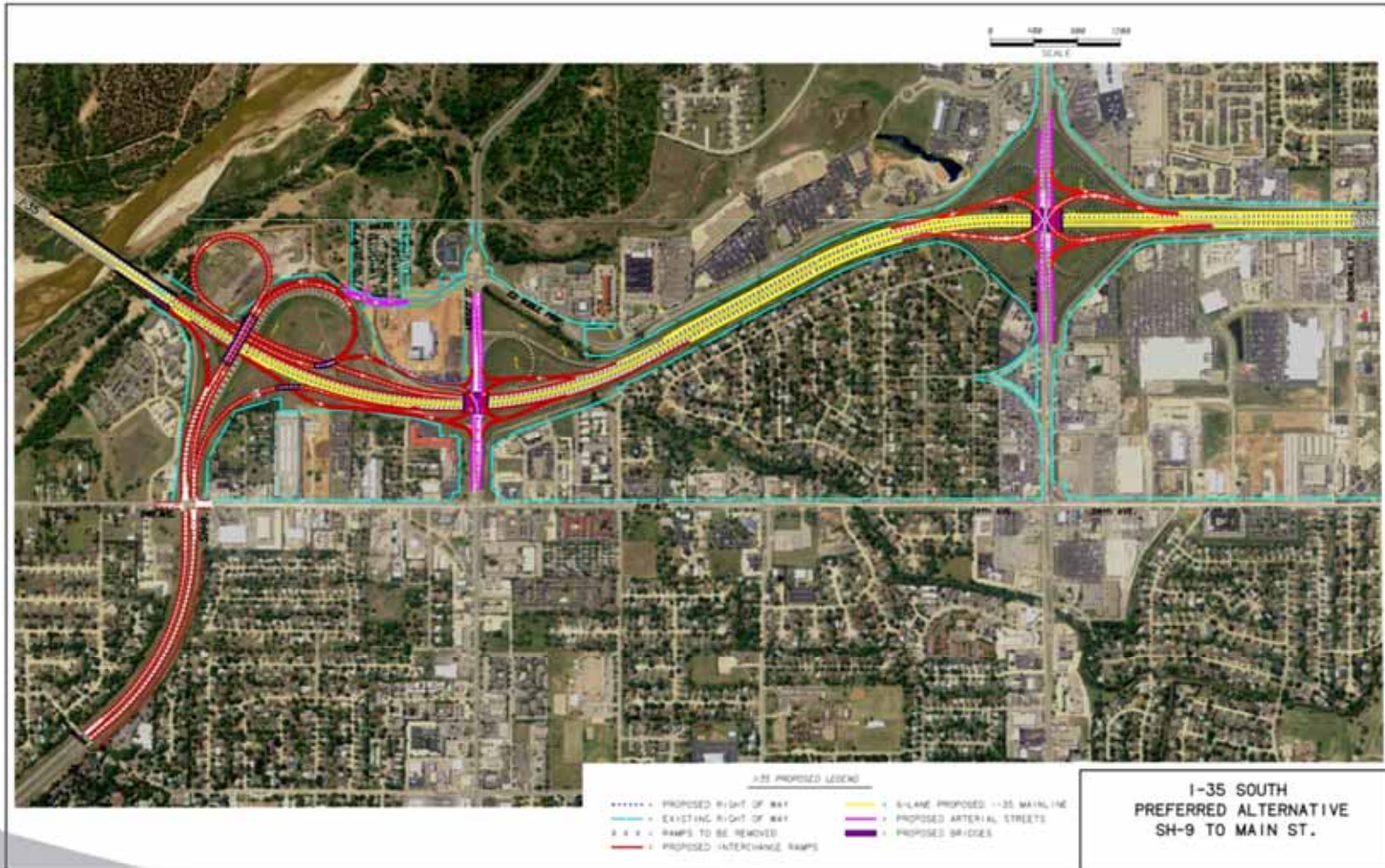
## ■ WHAT HAPPENS NEXT?

- Tonight's Public Hearing
- Receive/Review Public Hearing Comments
- Incorporate Public Comments into EA
- FHWA Reviews Updated EA, Issues "Finding of No Significant Impact" (FONSI)
- Project Becomes Eligible for Federal Funding; Design and Construction Conducted as Funding Allows Over the Next 8 Years



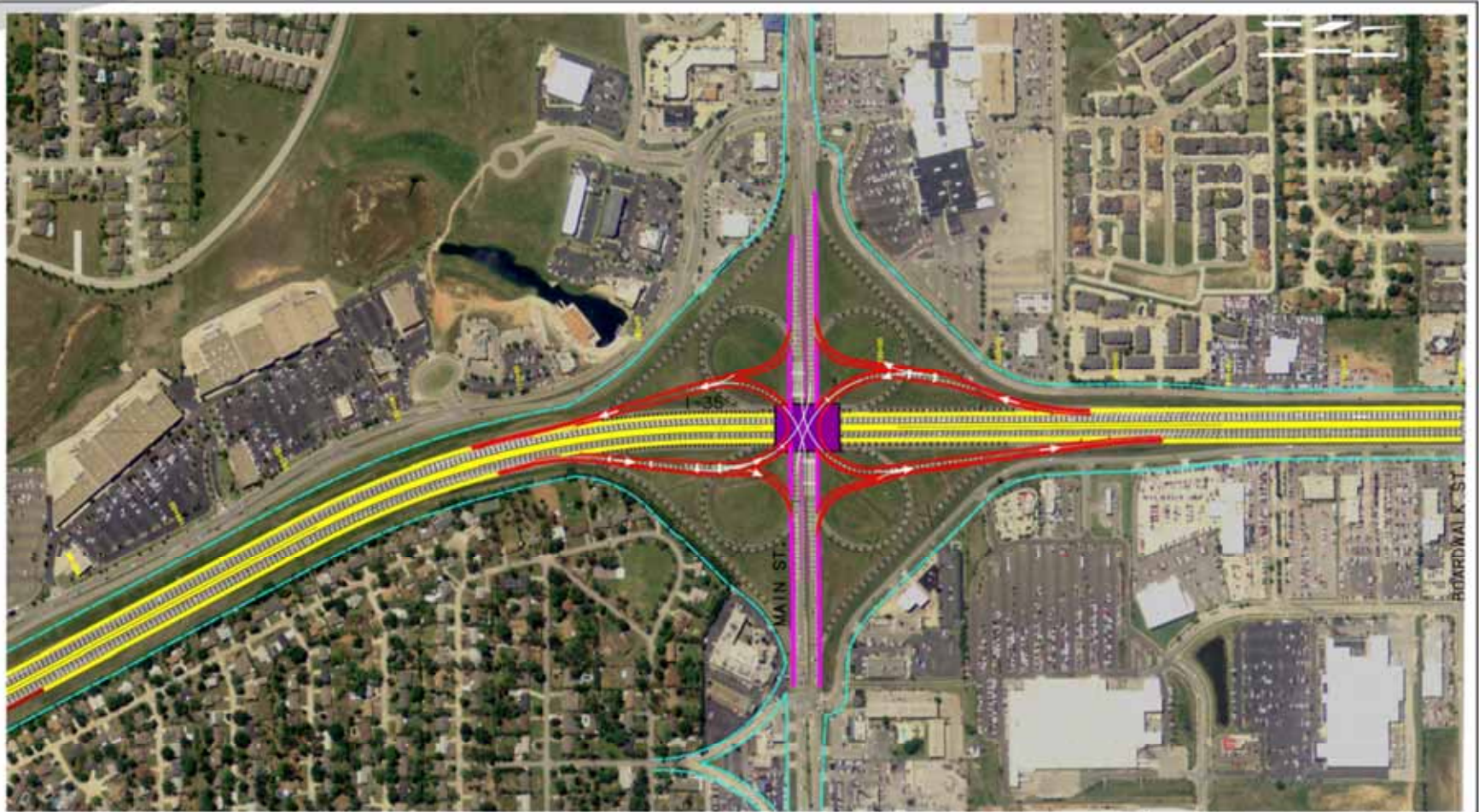
# I-35 South Environmental Assessment

## ■ Preferred Alternative





# Screen 1



I-35 PROPOSED LEGEND

- ..... PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- XXX RAMP TO BE REMOVED
- PROPOSED INTERCHANGE RAMP
- 4-LANE PROPOSED I-35 MAINLINE
- PROPOSED ARTERIAL STREETS
- PROPOSED BRIDGES

I-35 SOUTH  
PREFERRED ALTERNATIVE  
SPUI @ MAIN ST.



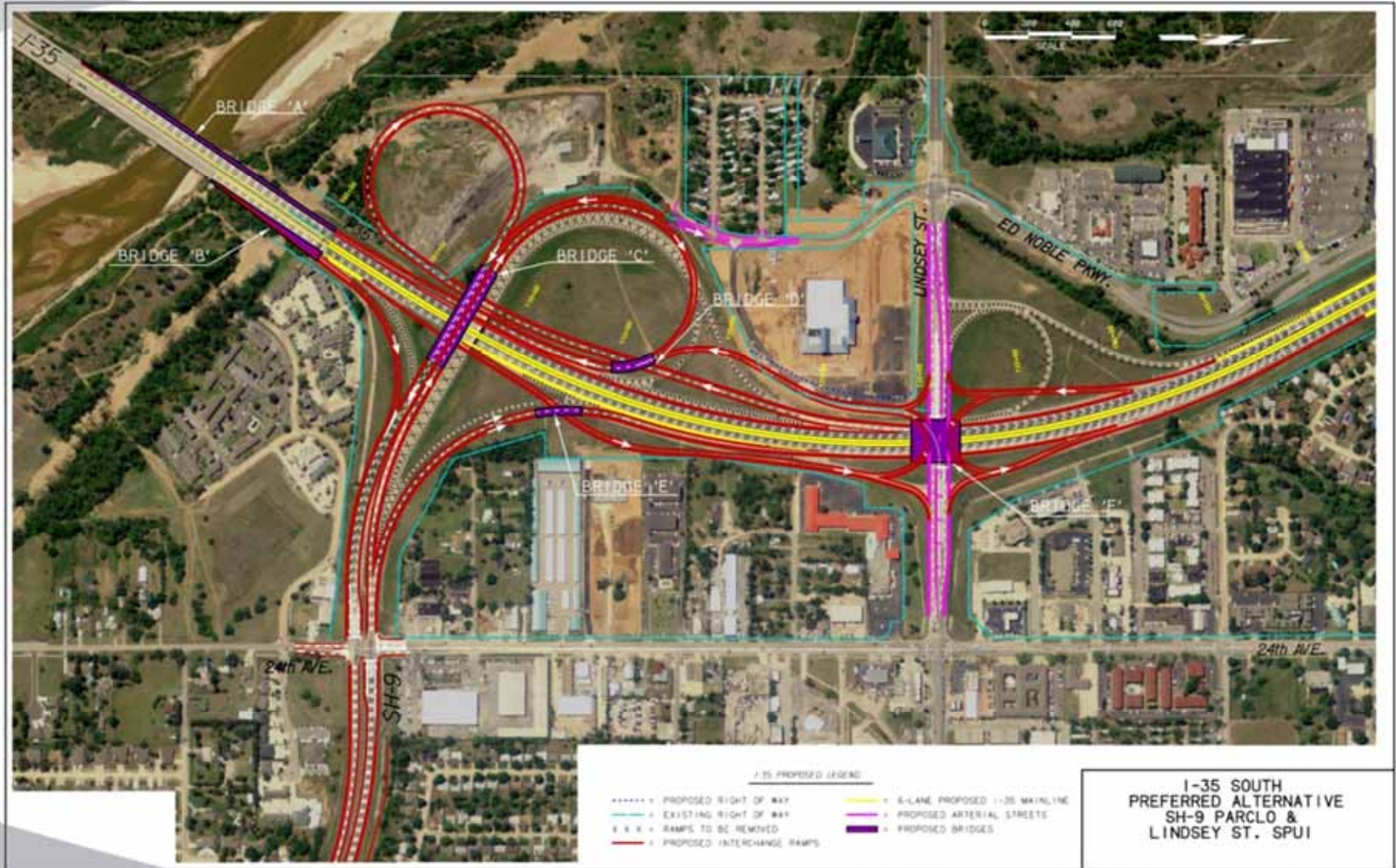
# I-35 South Preferred Alternative

*Screen 2*

## ■ Main Street Features

- Single Point Urban Interchange (SPUI); *see video*
- Pedestrian/bicycle traffic accommodated safely and efficiently
- No additional right-of-way needed for new interchange
- Increased spacing between adjacent intersections
- Efficient handling of left turn traffic from I-35 ramps
- Eliminates existing weaving on Main from I-35 ramp traffic
- Allows exiting NB I-35 traffic to access North Interstate Drive
- Safer access to Ed Noble Parkway for existing SB I-35 traffic
- Auxiliary lanes along I-35 between Main and Lindsey improve ramp capacity

# Screen 1





# I-35 South Preferred Alternative

## ■ Lindsey Street Features

*Screen 2*

- SPUI
- Pedestrian/bicycle traffic accommodated safely and efficiently
- Utilizes less right-of-way than the present interchange
- Increased spacing between adjacent intersections
- Maintains all I-35/Lindsey movements



# I-35 South Preferred Alternative

*Screen 2*

## ■ SH 9 East Features

- Partial Cloverleaf
- Provides a SH 9E/Ed Noble Parkway direct connection
- Double lane loop ramp for I-35 SB to SH 9E EB (highest traffic demand)
- Double lane entrance ramp for SH 9E WB traffic entering I-35 NB
- Ramps extending onto Canadian River Bridge

## ■ SH 9 East/24<sup>th</sup> Avenue SW Features

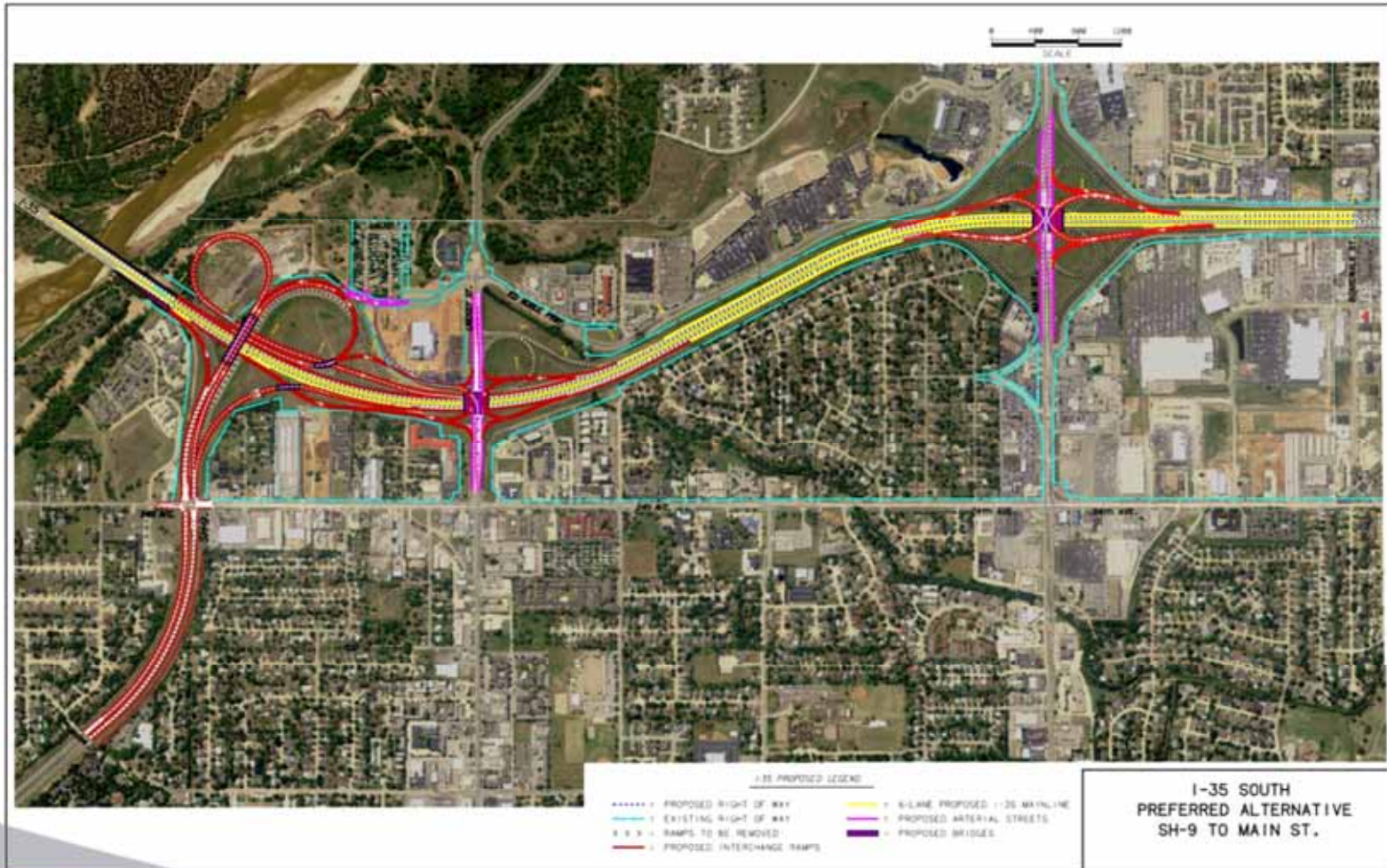
- Maintains all existing movements
- Adds third lane for WB SH 9E from McGee to 24<sup>th</sup> Avenue SW
- Adds third lane for EB SH 9E from I-35 through 24<sup>th</sup> Avenue SW



# I-35 South Environmental Assessment

## ■ Preferred Alternative

Screen 1





# I-35 South Preferred Alternative

## Environmental Impacts

### *Screen 2*

#### ■ Right-of-Way

- No commercial or residential displacements

#### ■ Noise Mitigation

- Noise barrier east of I-35 between Main and Lindsey Streets
- Noise barrier north of SH 9 E between 24<sup>th</sup> Avenue SW and McGee Street

#### ■ Floodplains

- All work will conform to applicable state or local floodplain protection standards





# I-35 South Preferred Alternative

## Environmental Impacts

### Screen 2

#### ■ Wetlands

- Construction of additional Canadian River Bridge lanes in jurisdictional waterways/wetlands
- USACE 404 permitting is required

#### ■ Biological Resources

- Interior Least Tern: Survey required prior to construction
- Arkansas River shiner: Reasonable & Prudent Measures must be taken to minimize adverse effects



# I-35 South Environmental Assessment

*Public Participation*

*Screen 2*

- Final Opportunity for Public Comment
- Need Comments within 2 Weeks (i.e., July 6, 2011)
- Comment Options
  - Tonight: Written or Oral Transcript
  - Future: Submit via Mail or Website
- Your Comments are Vital!



# I-35 South Environmental Assessment

## *Information Sources*

*Screen 2*

- Web Address:  
<http://www.okladot.state.ok.us/meetings/index.htm>
  
- Scott Stegmann – ODOT  
Phone: 405.522.8014  
200 NE 21st Street  
Oklahoma City, OK 73105  
E-mail: [sstegmann@ODOT.org](mailto:sstegmann@ODOT.org)
  
- Diane Abernathy – Benham  
Phone: 405.701.3167  
3700 W. Robinson, Ste. 200  
Norman, OK 73072  
E-mail: [jeanna.d.abernathy@saic.com](mailto:jeanna.d.abernathy@saic.com)

## *Screen 2*

*Please be sure to provide  
your name and address  
with comments or questions.*



*Thank you!*

*Questions  
&  
Answers*