



*an SAIC company*



**4<sup>th</sup> Public Meeting**

***I-35 South***

***Environmental Assessment***



# I-35 South Environmental Assessment

## *Introductions*

- n ODOT
- n Benham
- n FHWA





# I-35 South Environmental Assessment

## Project Team

### I-35 SOUTH PROJECT CONTACT LIST

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# I-35 South Environmental Assessment

## *Proposed Improvements*

- n Expand I-35 to 6 Lanes North of Canadian River Bridge
- n Reconstruct SH 9E, Lindsey, & Main Interchanges



# I-35 South Environmental Assessment

## Project Purpose & Need

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

### 2030 OCARTS PLAN Street & Highway Network

#### LEGEND

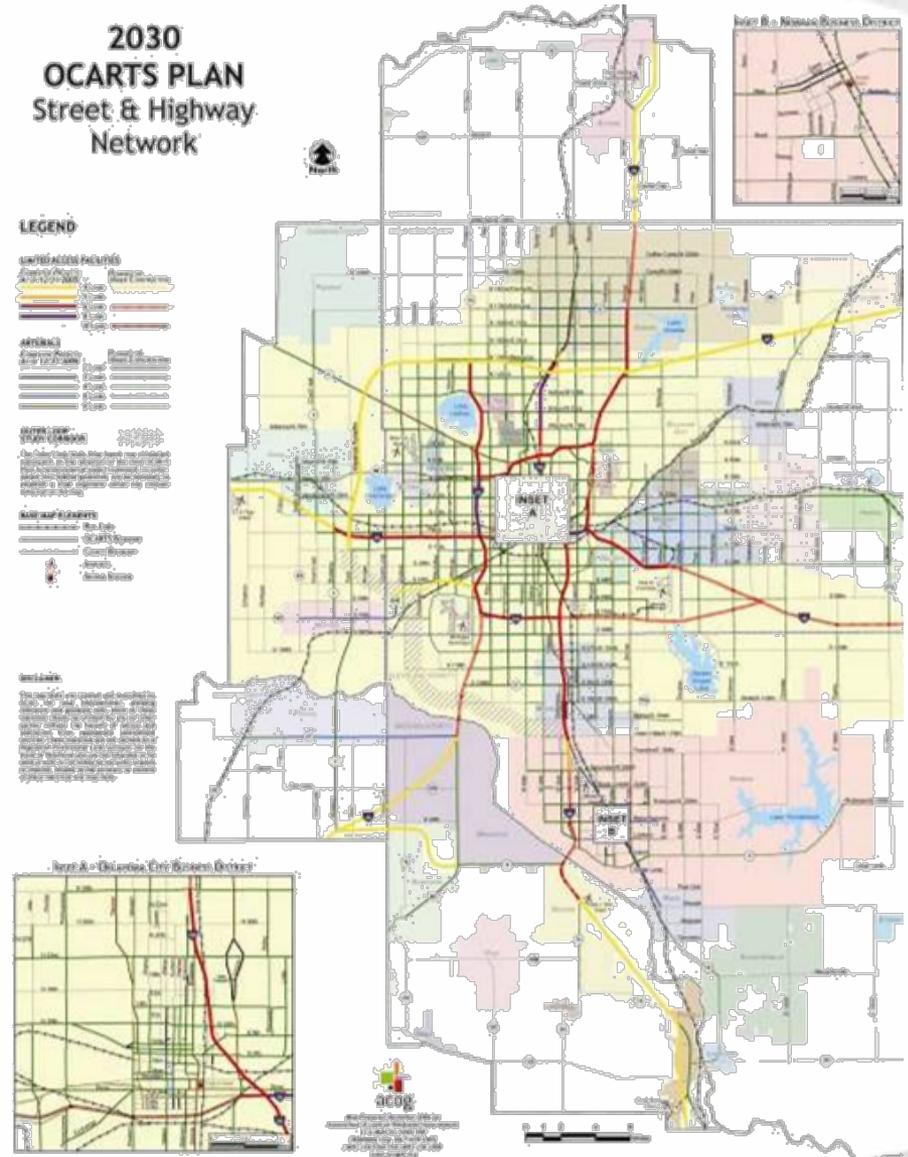
UNPAVED ROADWAYS	
10-15 ft	Local Roadway
16-20 ft	Local Roadway
21-25 ft	Local Roadway
26-30 ft	Local Roadway
31-35 ft	Local Roadway

ARTERIAL	
36-40 ft	Major Arterial
41-45 ft	Major Arterial
46-50 ft	Major Arterial
51-55 ft	Major Arterial
56-60 ft	Major Arterial

INTERSTATE	
120 ft	Interstate
140 ft	Interstate
160 ft	Interstate
180 ft	Interstate
200 ft	Interstate

MILEAGE STANDARDS	
100 ft	Right-of-Way
120 ft	Right-of-Way
140 ft	Right-of-Way
160 ft	Right-of-Way
180 ft	Right-of-Way
200 ft	Right-of-Way

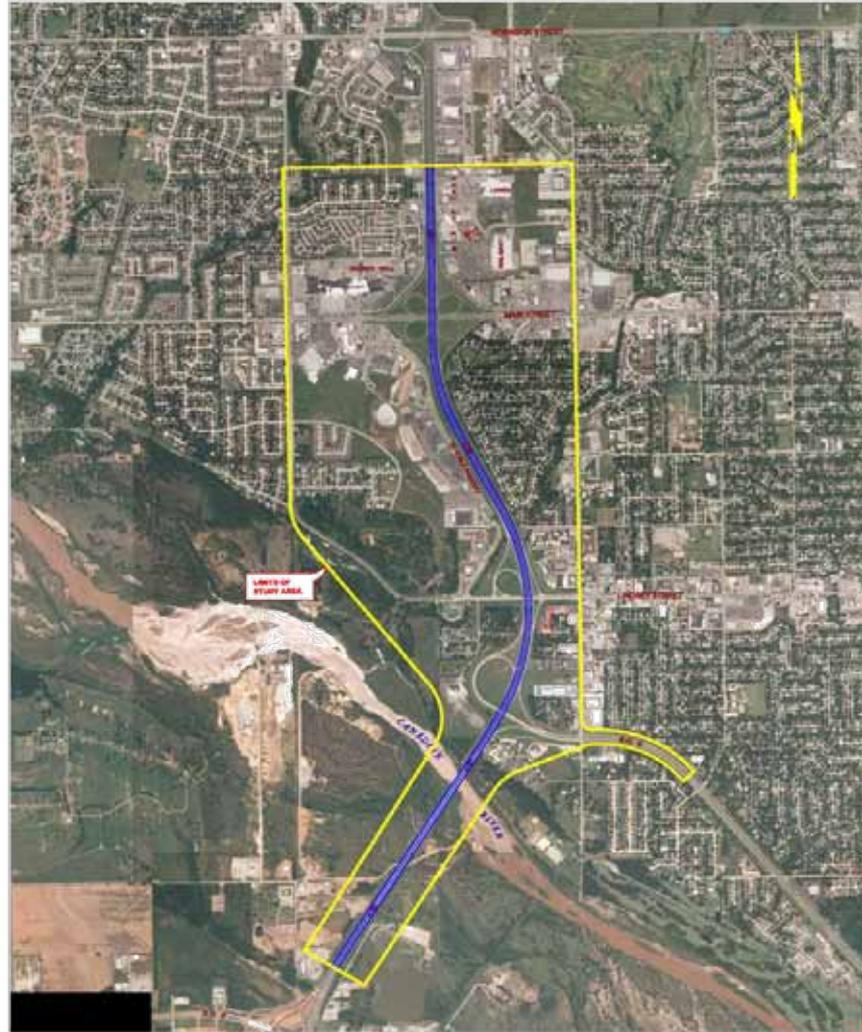
**Notes:**  
The map shows the proposed street and highway network for the year 2030. It is based on the OCARTS study and is intended to provide a visual representation of the planned infrastructure. The map is not to scale and is for informational purposes only. It does not constitute a contract or a guarantee of any kind. The actual construction of the network will depend on various factors, including funding, regulatory requirements, and local government decisions.





# I-35 South Environmental Assessment

## Study Area





# I-35 South Environmental Assessment

## *The Roadway Improvement Process*

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



# I-35 South Environmental Assessment

## NEPA Process

- n National Environmental Policy Act
- n Decision Making Process





# I-35 South Environmental Assessment

## *NEPA Process*

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



# I-35 South Environmental Assessment

## n WHAT HAPPENS NEXT?

- Receive/review comments from public meeting
- ODOT selects alternative (s) for evaluation in Draft EA
- FHWA reviews/approves Draft EA
- Draft EA made available for public review
- Public Hearing
- Receive/review public hearing comments
- Finalize EA
- FHWA reviews/approves Final EA
- Project now eligible for federal funding; design and construction conducted as funding allows



# I-35 South Environmental Assessment

## n Project Status Update

- Key Comments from Previous Public Meetings
  - Keep all existing connection points
  - Concerns re: timing and design of noise wall
  - Aesthetic enhancement of noise walls and bridges
  - Minimize right-of-way and auto dealership impacts
  - Consider existing storm water drainage problems



# I-35 South Environmental Assessment

- n Project Status Update (continued)
  - Key Comments from Previous Public Meetings
    - Ensure SPUI accommodates pedestrian traffic
    - Concept 2B was preferred:
      - Maintains all connection points
      - Provides Ed Noble Parkway connection
      - Improves SH 9E/I-35 traffic flow



# I-35 South Environmental Assessment

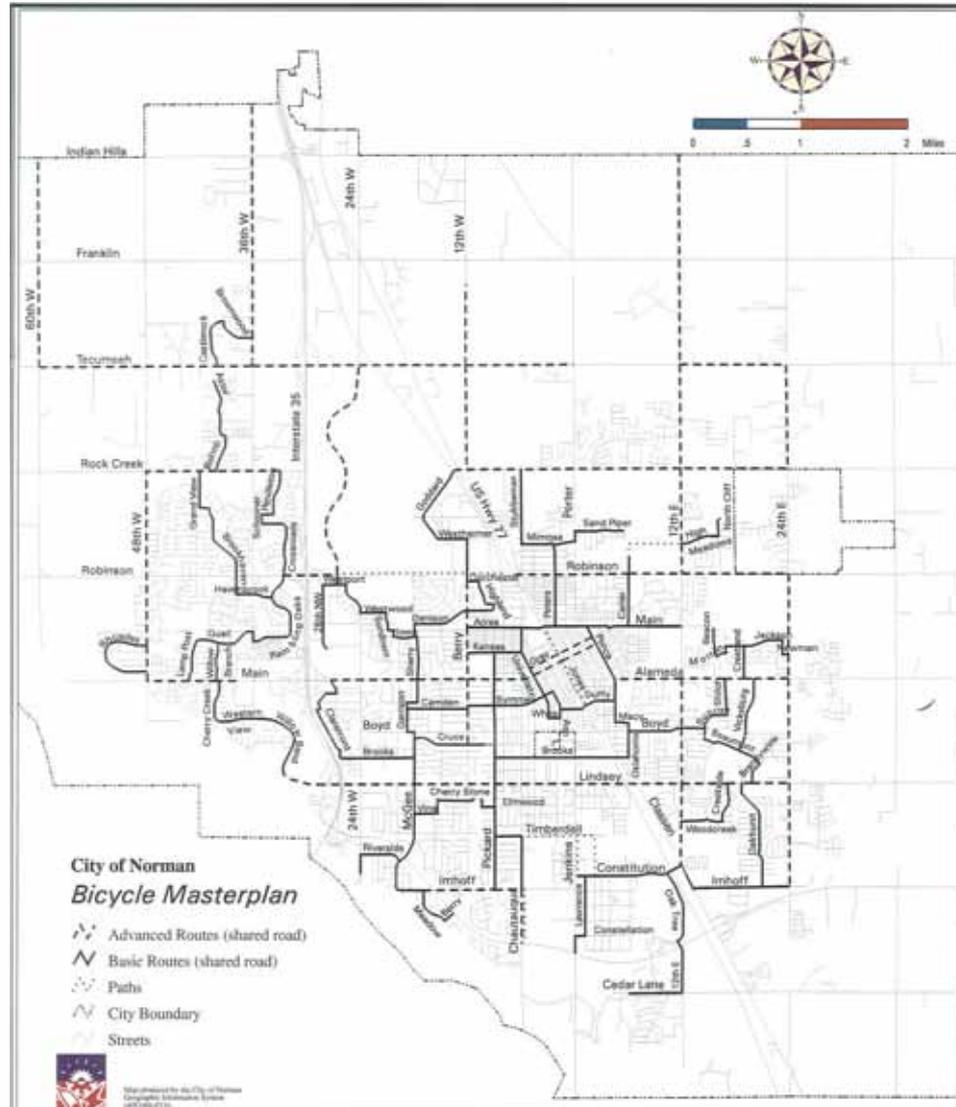
## n Project Status Update (continued)

- In Total, ODOT Has Considered Multiple Design Alternatives
  - Engineering, Traffic, and Environmental Considerations, as well as Public Comments
- Two (2) Final Alternatives Will Be Presented Tonight:
  - Concept 2B
  - Concept 4



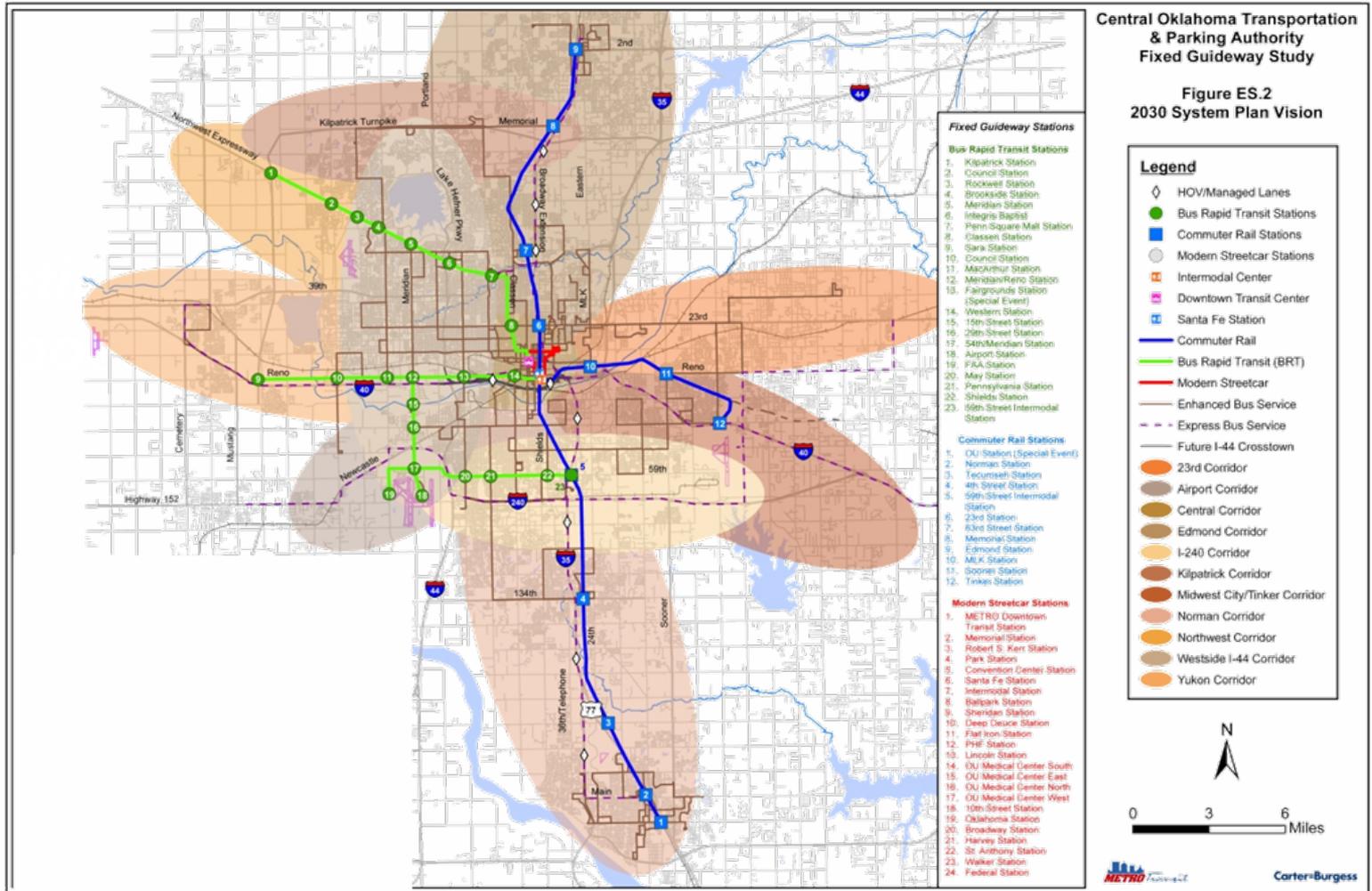
# I-35 South Environmental Assessment

## *Norman Bicycle Master Plan*





# I-35 South Environmental Assessment





# I-35 South Environmental Assessment

## *Interchange Alternatives*

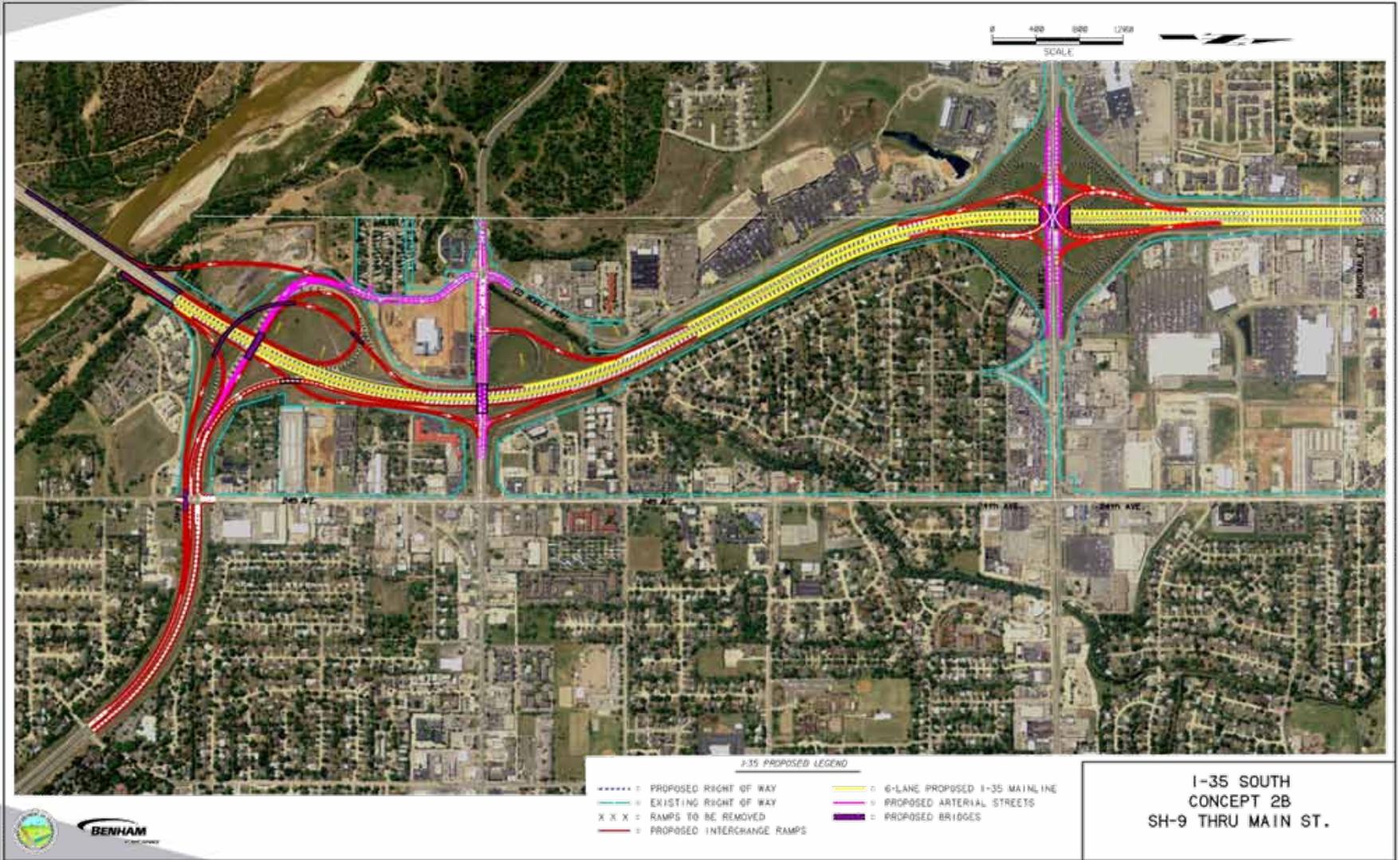




Existing I-35  
SH 9 to Main Street  
(NO BUILD)



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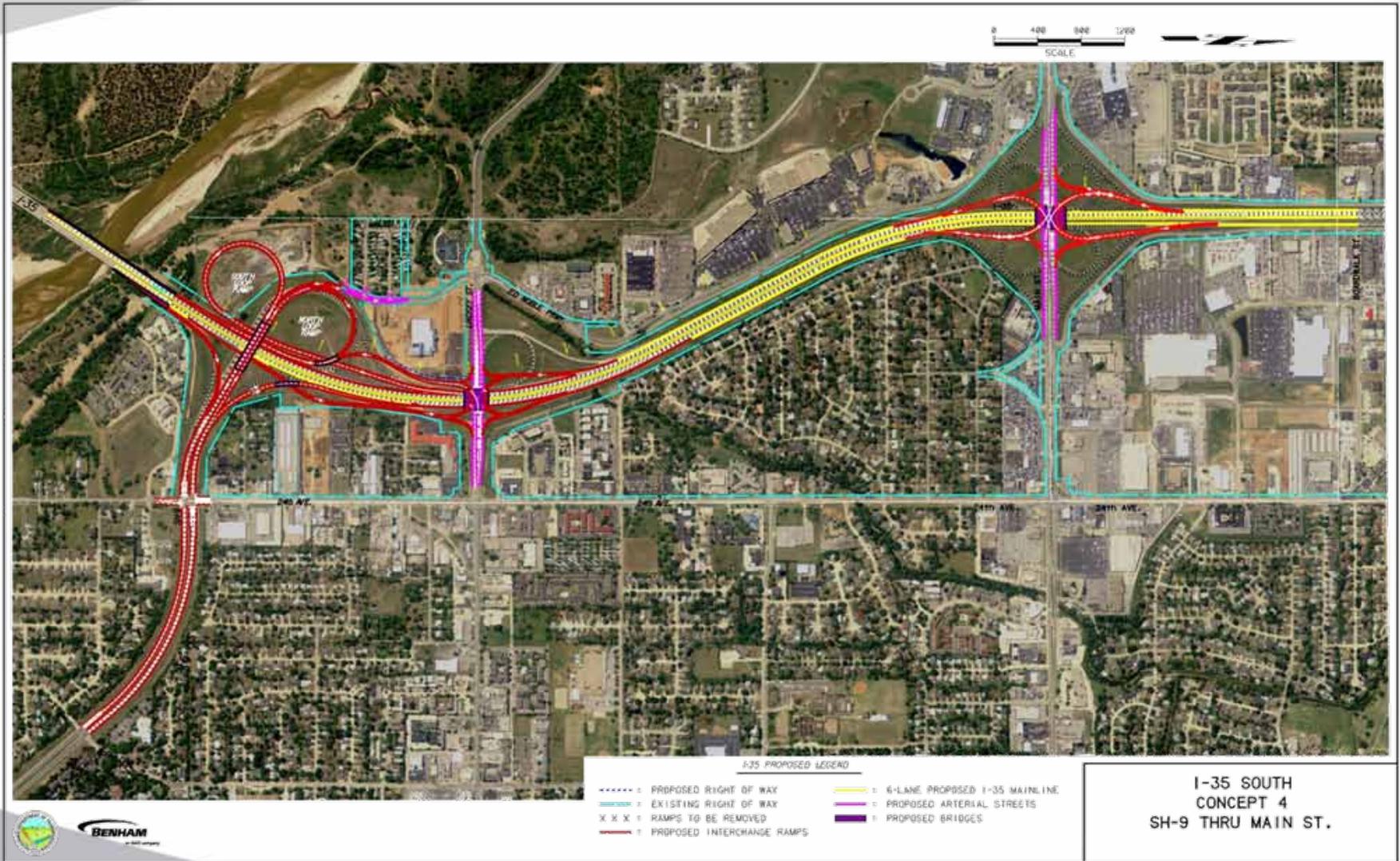




# I-35 South Environmental Assessment

## Concept 2B Features:

- Acceptable Traffic Operations and LOS
  - Main Street SPUI
  - Ed Noble Parkway connection
  - Added 3rd lane West Bound on SH 9E - McGee to 24th Ave
  - North Loop Ramp SH 9E / I-35
- 
- Flyover Ramp at SH 9E/I-35
  - 24<sup>th</sup> Avenue overpass
  - Lindsey Street Partial Diamond Interchange

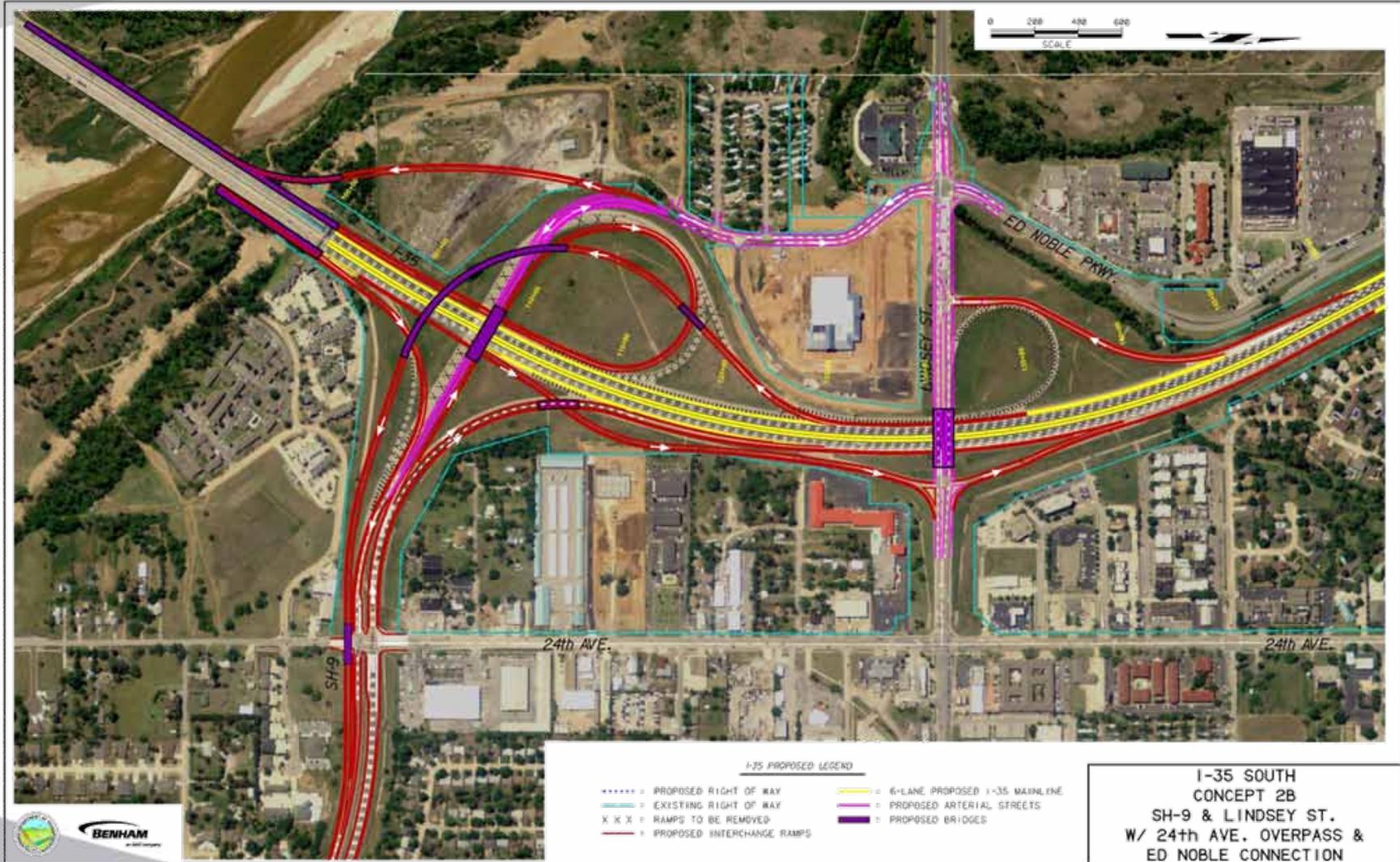


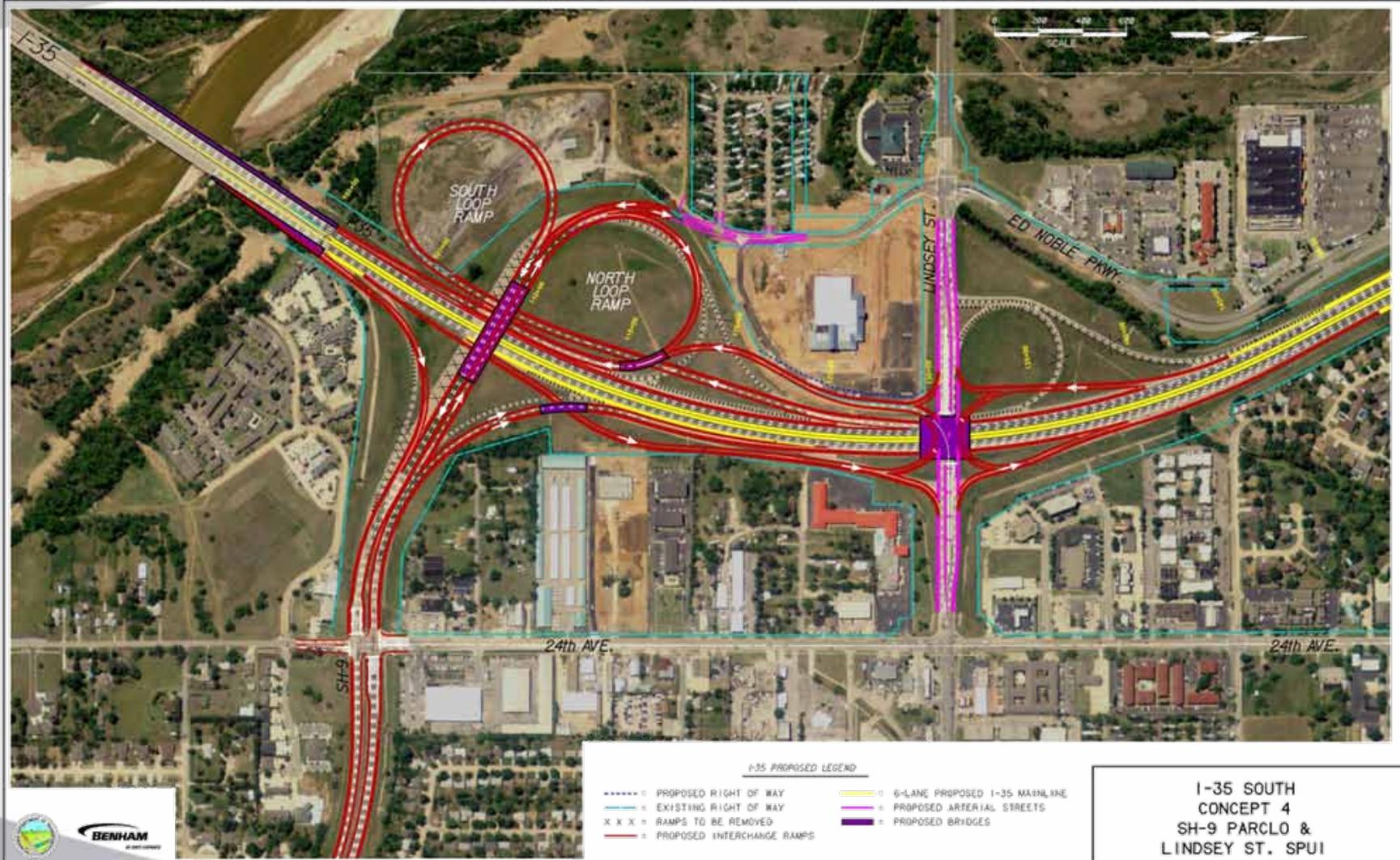


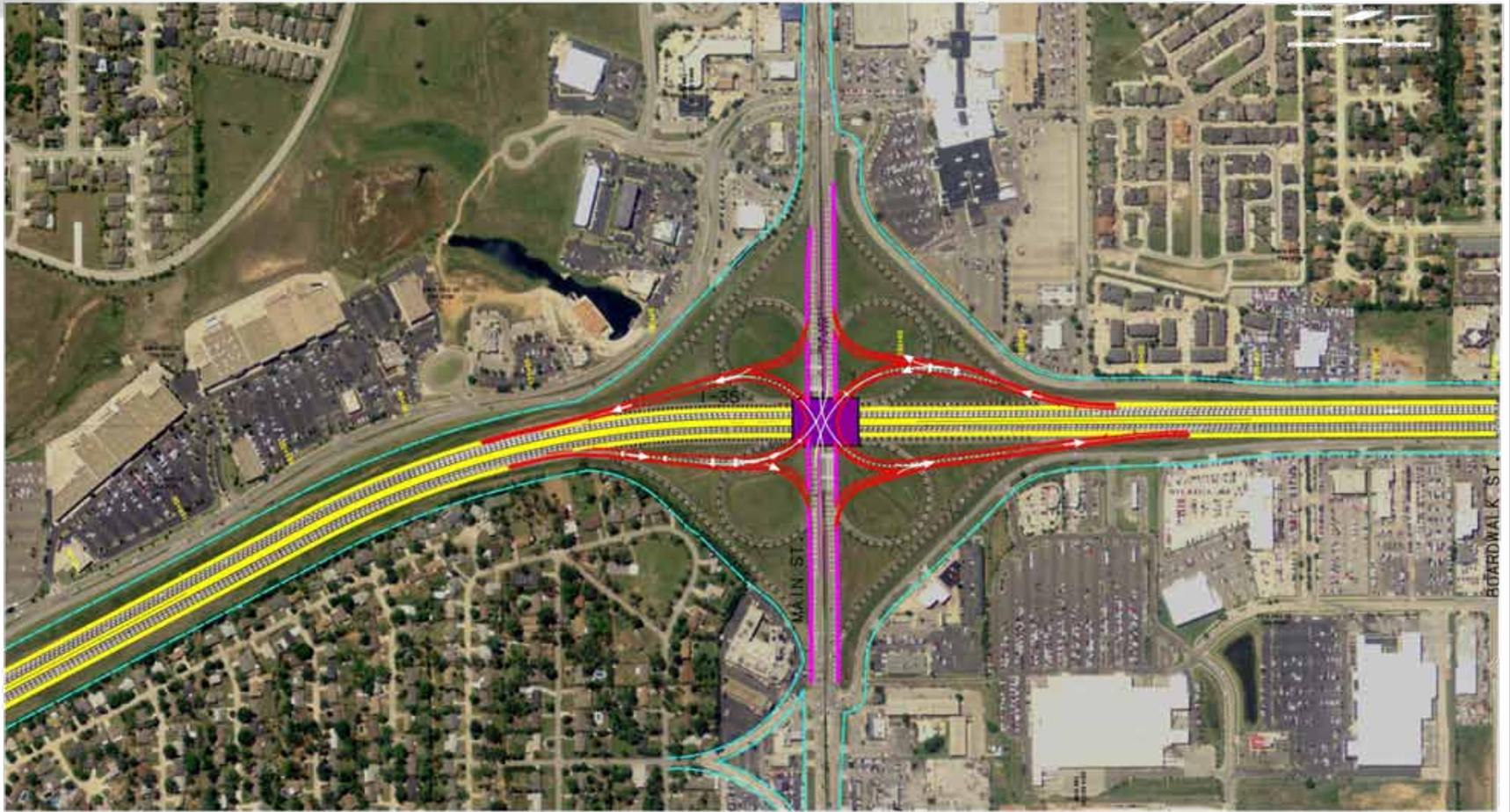
# I-35 South Environmental Assessment

## Concept 4 Features:

- Acceptable Traffic Operations and LOS
  - Main Street SPUI
  - Ed Noble Parkway connection
  - Added 3<sup>rd</sup> lane West Bound on SH 9E - McGee to 24th Ave
  - North Loop Ramp SH 9E / I-35
- 
- 
- South loop ramp at SH 9E/I-35
  - Additional lanes East Bound on SH 9E to 24th Ave.
  - Lindsey Street SPUI







I-35 PROPOSED LEGEND

- \*\*\*\*\* PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- X X X RAMP TO BE REMOVED
- PROPOSED INTERCHANGE RAMP
- 6-LANE PROPOSED I-35 MAINLINE
- PROPOSED ARTERIAL STREETS
- PROPOSED BRIDGES

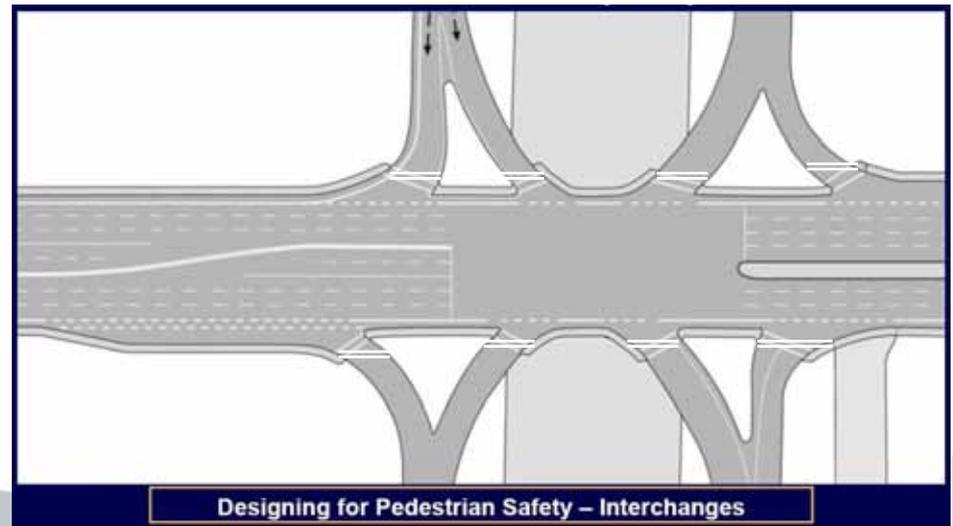
I-35 SOUTH  
SPUI @ MAIN ST.

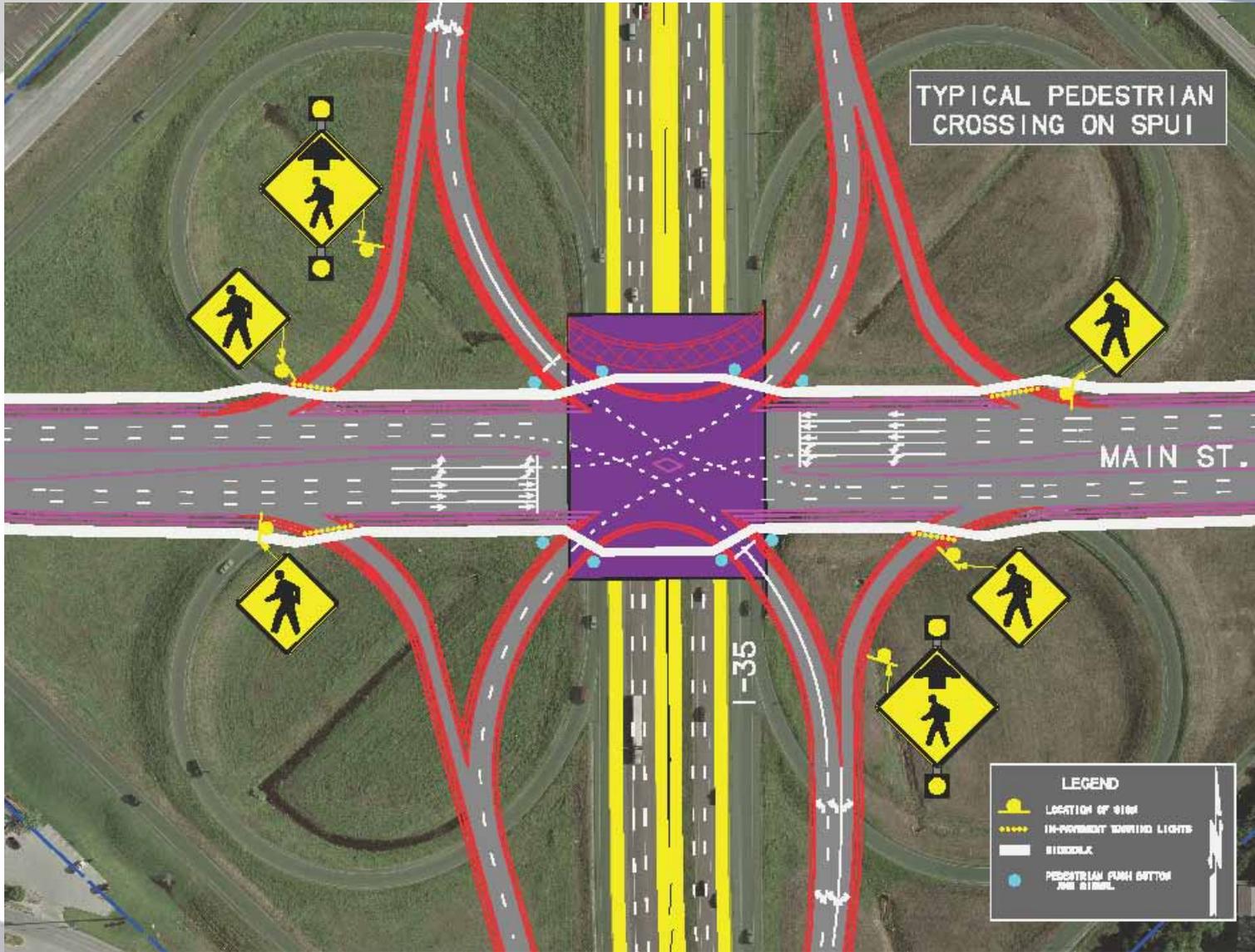




- n Provide continuous sidewalks
- n Break up crossings into several small steps
- n Use good geometry to improve sight distance
- n Provide adequate advance warning devices at pedestrian crosswalk locations with day time and night time visibility properties including, but not limited to warning signs with flashers; ADA Compliant
- n LED crosswalk in-pavement flashing lights operated with push button, etc.
- n Likely to take more than one signal cycle to cross entire SPUI

## ***SPUI – Pedestrian Crossing Features***









# I-35 South Environmental Assessment

## *Information Sources*

- n Web Address:  
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*Questions  
&  
Answers*



***Thank you!***