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# I-40 in Oklahoma County

from MM 167 to MM 173

From East of Choctaw Road,  
East to the Pottawatomie County Line

March 4, 2014

6:00 p.m.

# Purpose of Meeting

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- Present purpose and need for the proposed project
- Collect comments and information to incorporate into the project development process

# Project Extents

140 WIDENING - WEST



140 WIDENING - EAST

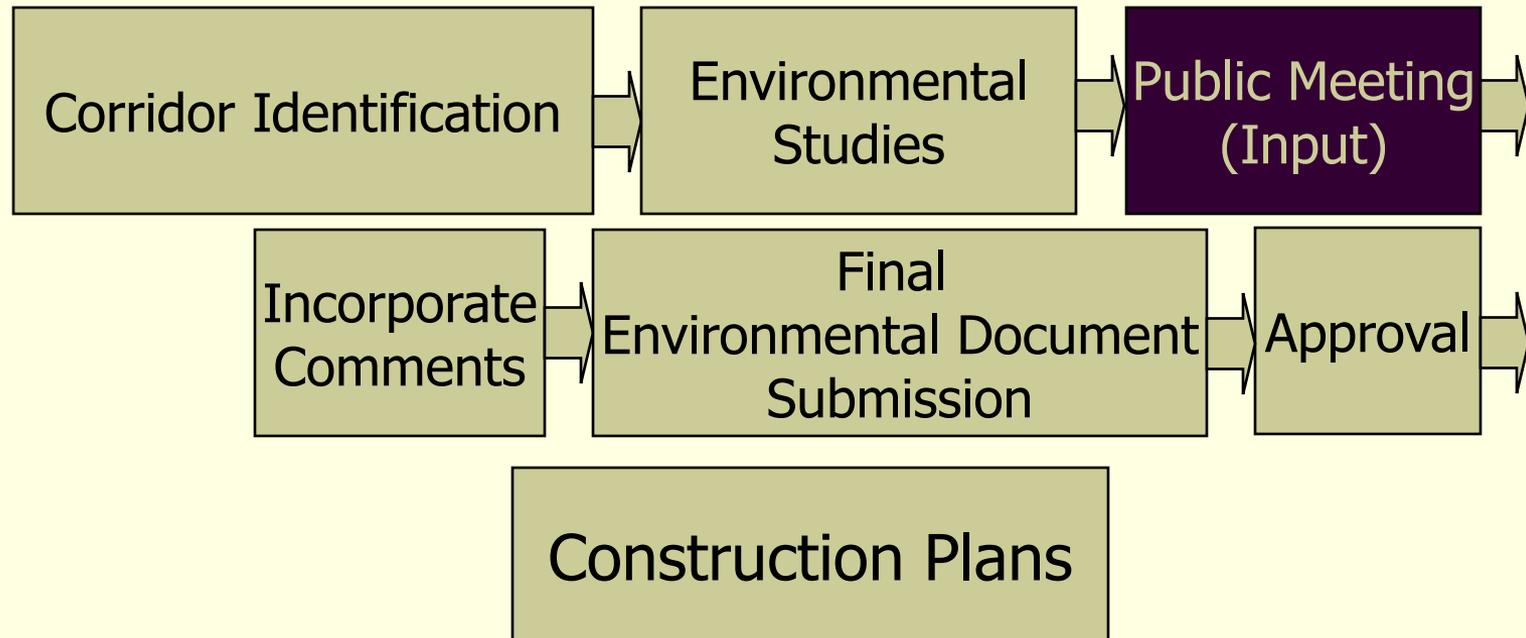


# Project Development Personnel

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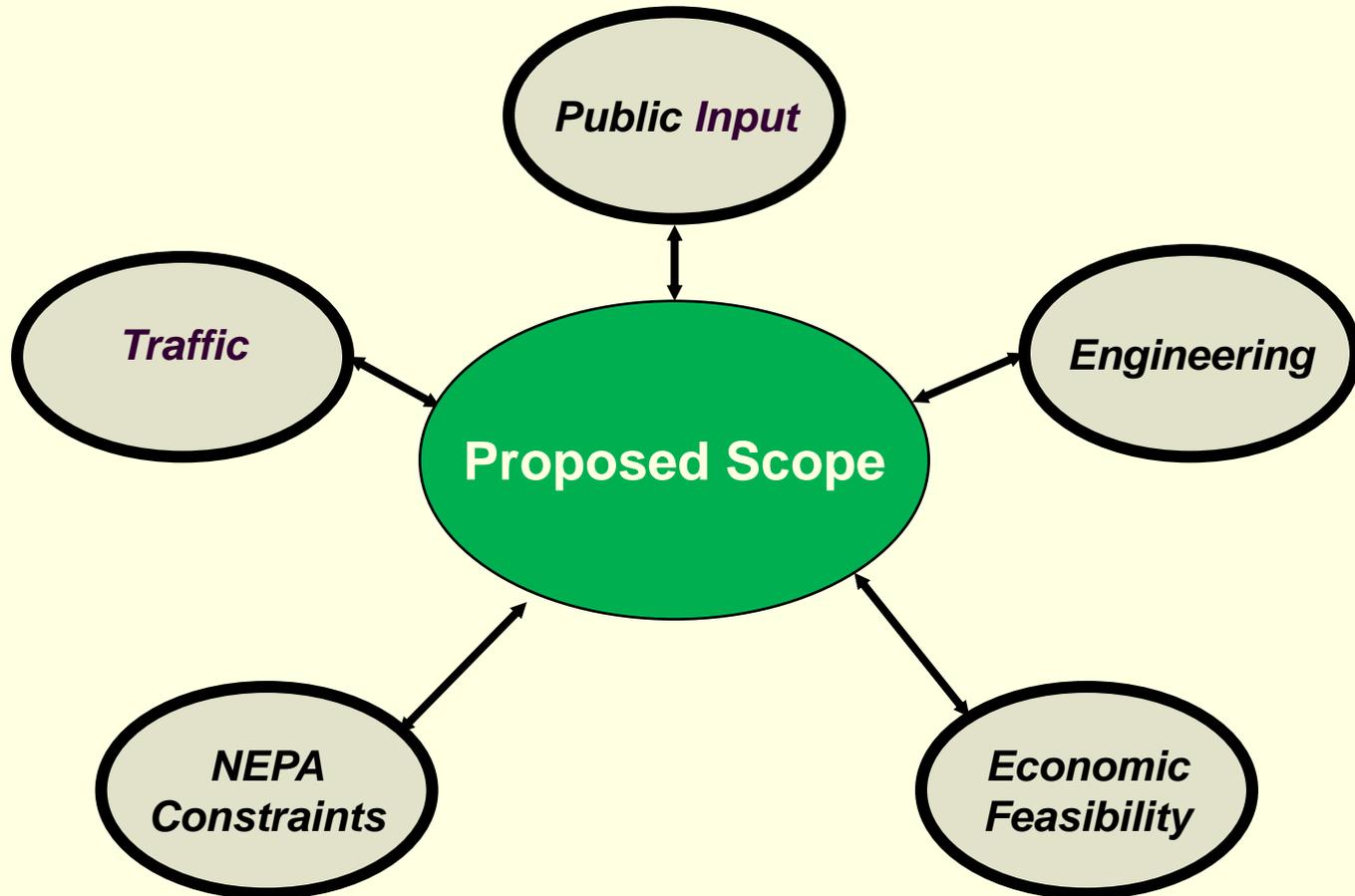
- Oklahoma Department of Transportation
  - Brian Taylor, Division 4 Engineer
  - Joe Echelle, Division 4 Construction Engineer
  - Daniel Nguyen, Project Management
  - David Saulsberry, Environmental Programs
  - Frank Roesler III, Public Involvement Officer
- CEC – Design Engineers
  - Taylor Barnes, P.E.
  - Don Steel, P.E. – Roadway Design Lead
  - Felicia Jackson, P.E. – Roadway Design Lead
  - Travis Collins, P.E. – Bridge Design Lead
  - Amanda Baker, P.E. – Design and Noise Studies
  - Jared Bechtol – NEPA Clearance

# Project Development Process



# Improvement Considerations

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# Study Area

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- From east of the I-40/Choctaw Road Interchange east to the Pottawatomie County Line
- 100' to 300' beyond present right of way
- 1000' north and south of I-40 along county road crossings

# Typical Evaluation Criteria

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- Land Use Impacts
- Farmland Impacts
- Relocation Impacts/Rights-of-Way Acquisition
- Joint Development
- Noise Impacts
- Wetlands Impacts
- Water Body Modification and Wildlife Impacts
- Floodplain Impacts
- Wild and Scenic Rivers
- River/Creek Rechannelization
- Threatened and Endangered Species
- Archeological Sites
- Hazardous Waste Sites
- Underground Storage Tanks
- Construction Impacts
- Environmental Justice

# Noteworthy Environmental Study Findings

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- Waterways & potential wetlands
  - Require USACE Review
  
- Noise Impacts
  - 47 receptor sites modeled, representing 55 single family residential dwellings
    - 23 residential dwellings would experience future noise impacts of 2 decibel to 5 decibel increases over existing noise levels
    - 17 residential dwellings at Bella Ranch Subdivision, 6 residential dwellings at stand-alone locations
  - Noise abatement measures not included in project

# Existing Conditions

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- Original Construction Completed 1961
  - 1957 Average Daily Traffic (ADT) = 6,495
  - 1975 Average Daily Traffic (ADT) = 12,796
- Deteriorated Roadway Pavement
- Bridges
  - 3 Functionally Obsolete
    - Triple X Road, Luther Road, & Harrah Road
  - 1 Structurally Deficient
    - East of Harrah Road

# Existing Conditions

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- Current Traffic Demands
  - I-40 Mainline
    - 48,400 (ADT) west of Peebly Road
    - 36,400 (ADT) east of Harrah Road
  - Peebly Road Interchange
    - 350 vehicles per hour turn movement (2013)
    - 5000 vehicles per day on Peebly Road (2013)
  - Harrah Road Interchange
    - 380 vehicles per hour turn movement (2013)
    - 7200 vehicles per day on Harrah Road (2013)

# Project Purpose

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- Increase traffic capacity of I-40
- Improve deteriorated pavement
- Improve deteriorated bridges
- Safety Improvements

# Improvement Alternatives Considered

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- Widen to inside of existing pavement
  - Paved median in some locations
- Widen to outside of existing pavement
- Combination of widening to inside and outside of existing pavement

# Proposed Improvements

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- I-40 – Divided 6 Lane Facility
  - Build on existing alignment
  - Widen to outside of existing pavement in areas of existing narrow median (40' wide)
  - Widen to inside of existing pavement in areas of wide median (more than 40' wide)
  - 46' minimum width open median
  - 10' paved shoulders inside and outside.

# Proposed Improvements

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- Harrah Road Interchange
  - Provide additional acceleration/deceleration length at Harrah Road Interchange
  - Improve loop ramp curves at Harrah Road Interchange
  - Provide Left Turn Lanes on Harrah Road to I-40 Ramps
  - Rebuild bridge to 4 lane width

# Proposed Improvements

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- Peebly Road Interchange
  - Provide parallel lanes for I-40 on and off ramps
  - Reconstruct bridges over Peebly Rd.
  - Add turn lanes on Peebly Rd.
  
- Luther and Triple X Roads
  - Rebuild overpass structures and approach roadways to accommodate widened I-40
  - 32' roadway width

# During Construction

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- I-40
  - Maintain two lanes of traffic each direction during construction
  - Opportunities to speed construction with night time work and lane reductions will be considered.
- County Roads
  - Close Triple X and Luther Roads to reconstruct bridges and approach roadways
  - Short duration closures of Peebly Road for bridge removal and new beam placement
  - Harrah Road and interchange ramps remain open

# Proposed Improvements

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- ODOT 8 Year Construction Work Plan
  - Two Construction Projects Currently Scheduled in FFY 2017
    - West Project from east of Choctaw Road to east of Peebly Road
    - East Project from east of Peebly Road to county line
  - \$50 million currently programmed for construction
  - 3 year estimated project duration for construction of both projects together
  - Will have additional Right of Way to Acquire and Utilities to Relocate.

# Next Steps

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- Receive comments from public
- Complete environmental document and obtain approval
- Preliminary design
- Right-of-way acquisition and utility relocation
- Final design
- Construction Currently Scheduled in FFY 2017

# Question & Answer

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- Please provide comments
  - now in open forum
  - in writing on the forms provided
  - by email to:
    - [jared.bechtol@connectcec.com](mailto:jared.bechtol@connectcec.com)
    - [samantha.porec@connectcec.com](mailto:samantha.porec@connectcec.com)

