



Proposed I-40/Frisco Road Interchange

Canadian County

Public Meeting

June 13, 2017



Partnership

I-40/Frisco Road Interchange

- City of Yukon
- City of Oklahoma City
- Oklahoma Department of Transportation

Meeting Purpose

I-40/Frisco Road Interchange

- Purpose and need for project
- Preferred Alternative
- Public input/feedback

Area Growth

I-40/Frisco Road Interchange

Frisco Road

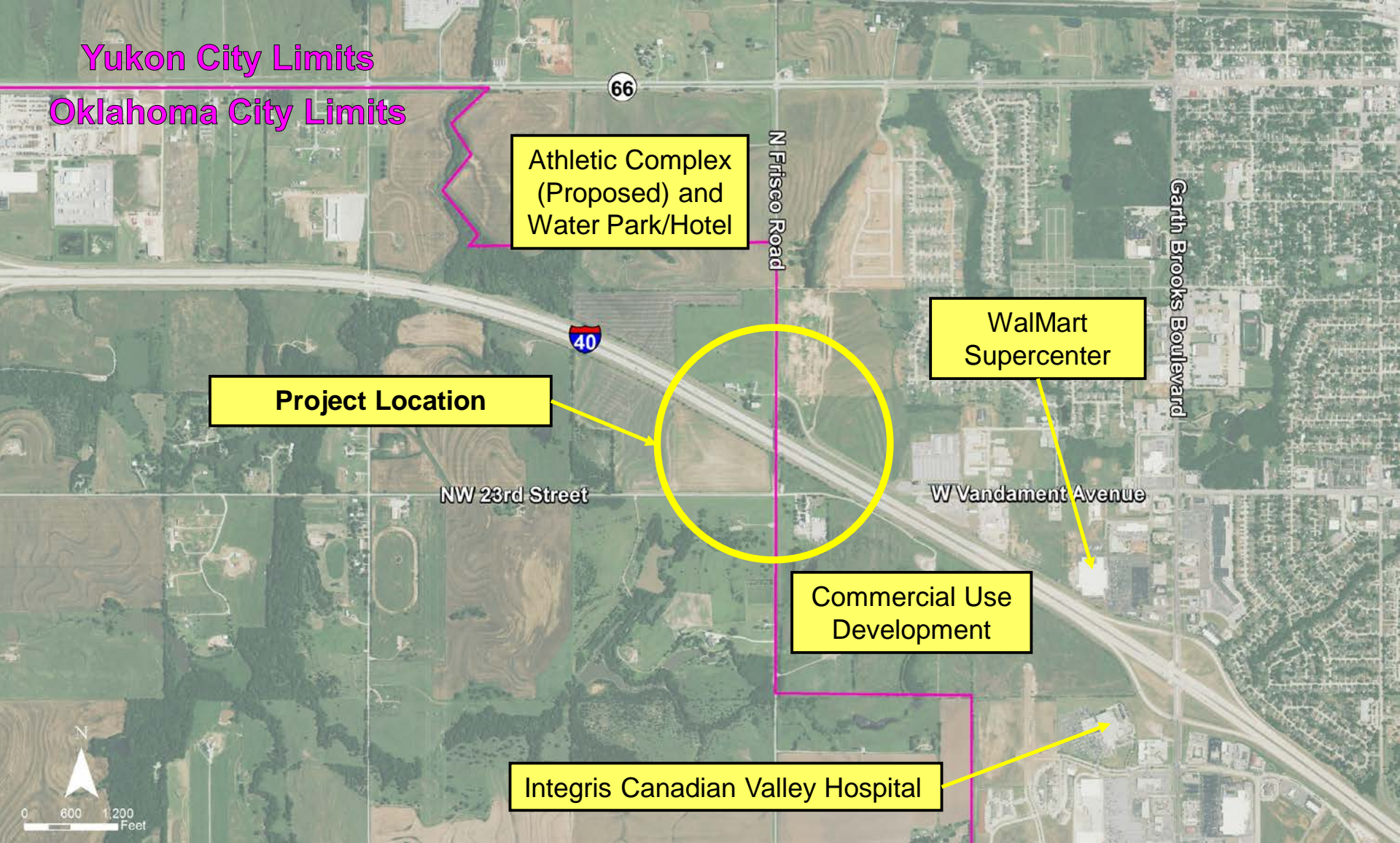
- SE quadrant, 172 acres
 - Commercial Use Development
- NW quadrant, 251 acres
 - City of Yukon Athletic Complex
 - Thunder Falls Indoor Water Park and Hotel

Garth Brooks Boulevard

- Extensive development
- Future I-40 to Garth Brooks Blvd traffic predicted to increase ~80%

Area Features

I-40/Frisco Road Interchange



Yukon City Limits

Oklahoma City Limits

Athletic Complex
(Proposed) and
Water Park/Hotel

Project Location

WalMart
Supercenter

Commercial Use
Development

Integris Canadian Valley Hospital



Purpose and Need

I-40/Frisco Road Interchange

- Accommodate projected future traffic volumes safely and efficiently
- Improve traffic operations and safety at:
 - I-40 / Garth Brooks interchange
 - I-40 / North Cimarron Road interchange
 - I-40
 - SH-66
 - 10th Street

Constraints Mapping

I-40/Frisco Road Interchange

Environmental studies performed to identify constraints

- Wetlands and waters
- Threatened & endangered species critical habitat
- Archeological sites and historic properties
- Aboveground or underground storage tanks
- Oil/gas wells
- Residences
- Commercial facilities
- Tribal properties
- Utilities

Composite Constraints Map

I-40/Frisco Road Interchange



Development of Interchange Alternatives

I-40/Frisco Road Interchange

Inputs:

- City Council / Yukon Municipal Authority Work Session
December 2, 2014
- ODOT review of Feasibility Study and Conceptual Plan
January 2015

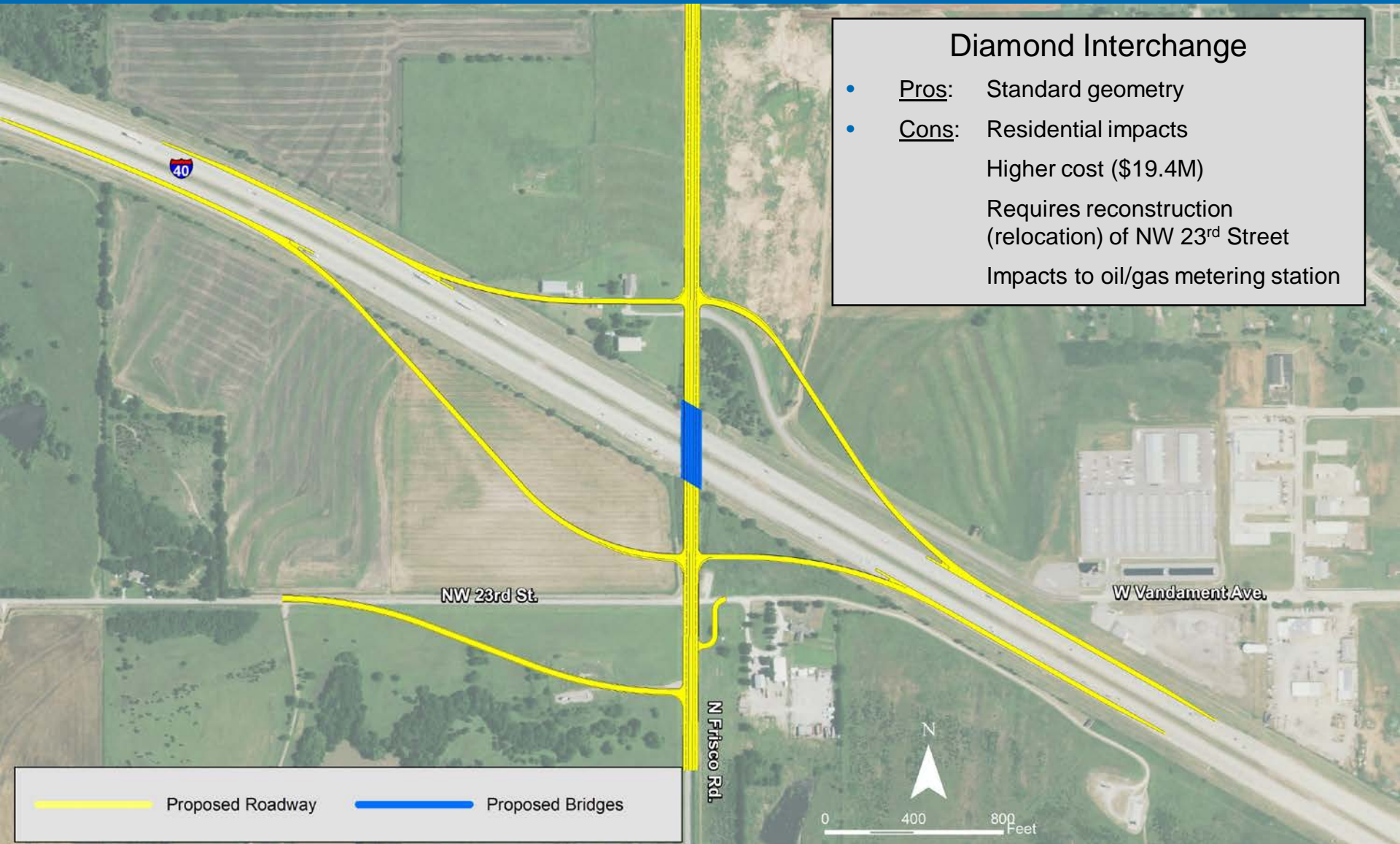
Development of Interchange Alternatives

I-40/Frisco Road Interchange

- Several interchange designs were considered
- 2 interchange designs were carried forward for further consideration:
 - Diamond Interchange
 - 3-Quadrant Folded Diamond Interchange

Development of Interchange Alternatives

I-40/Frisco Road Interchange

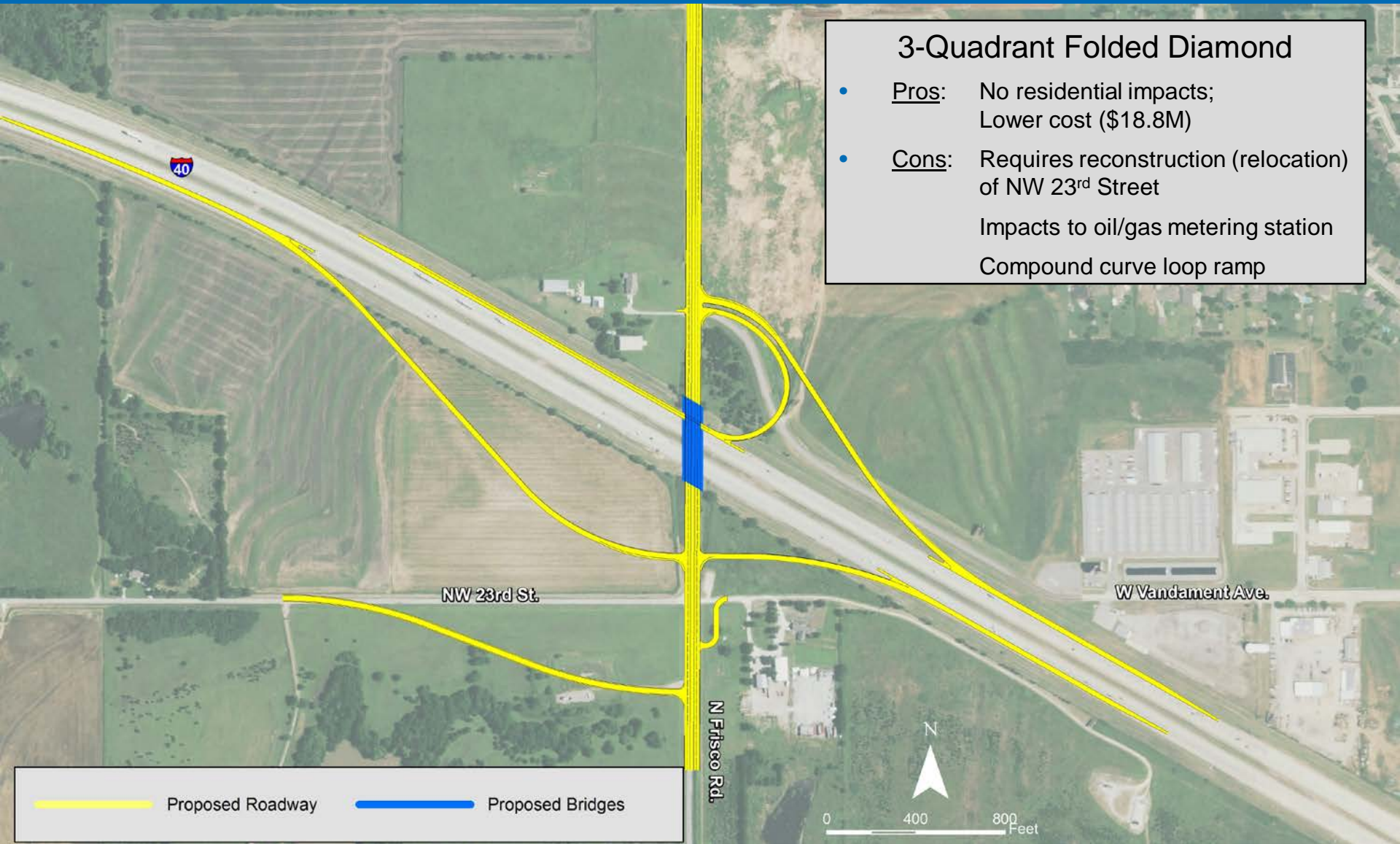


Diamond Interchange

- Pros: Standard geometry
- Cons: Residential impacts
Higher cost (\$19.4M)
Requires reconstruction (relocation) of NW 23rd Street
Impacts to oil/gas metering station

Development of Interchange Alternatives

I-40/Frisco Road Interchange



3-Quadrant Folded Diamond

- Pros: No residential impacts;
Lower cost (\$18.8M)
- Cons: Requires reconstruction (relocation)
of NW 23rd Street
Impacts to oil/gas metering station
Compound curve loop ramp

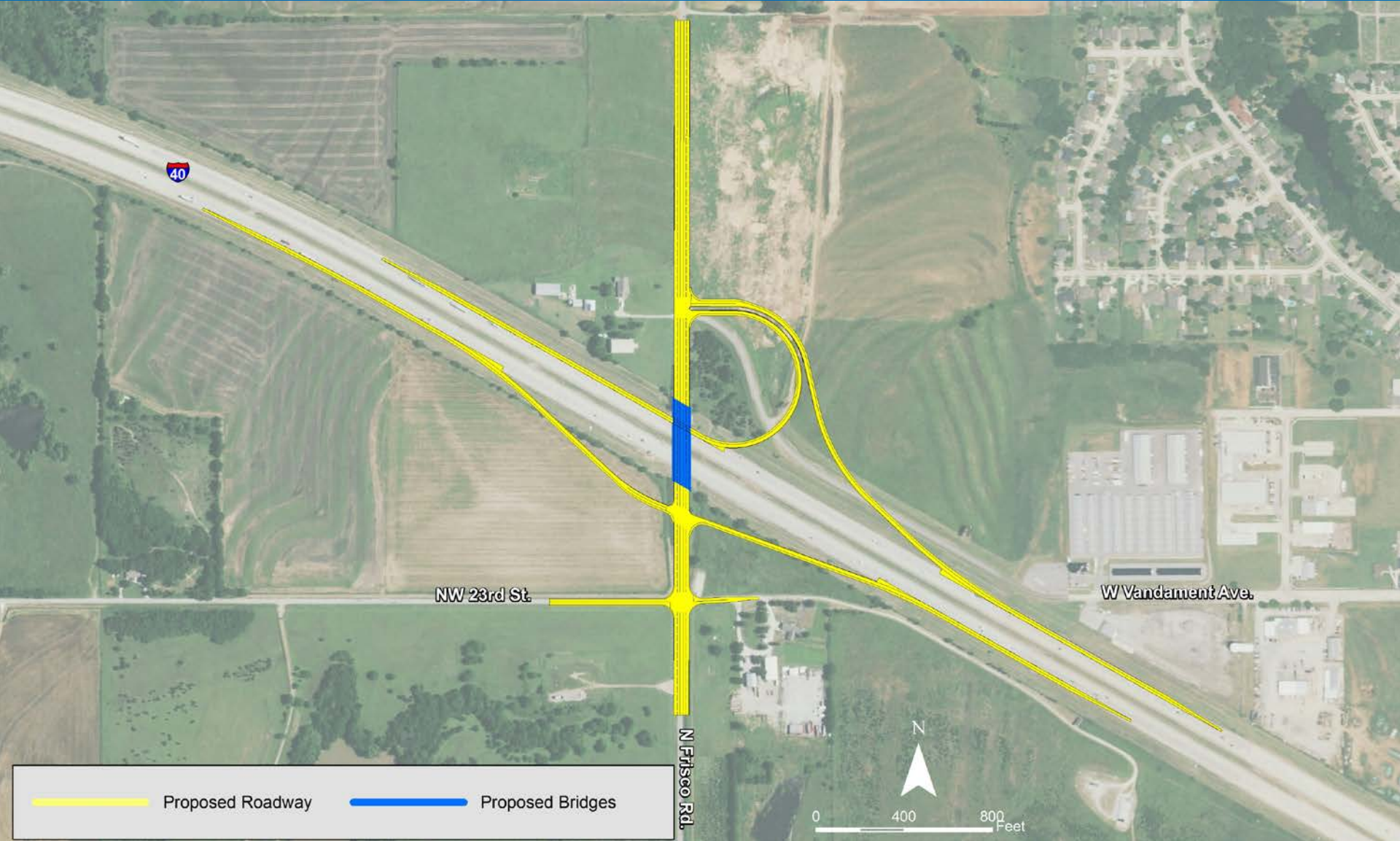
Interchange Alternatives Considered

I-40/Frisco Road Interchange

Variations of the 3-Quadrant Folded Diamond:

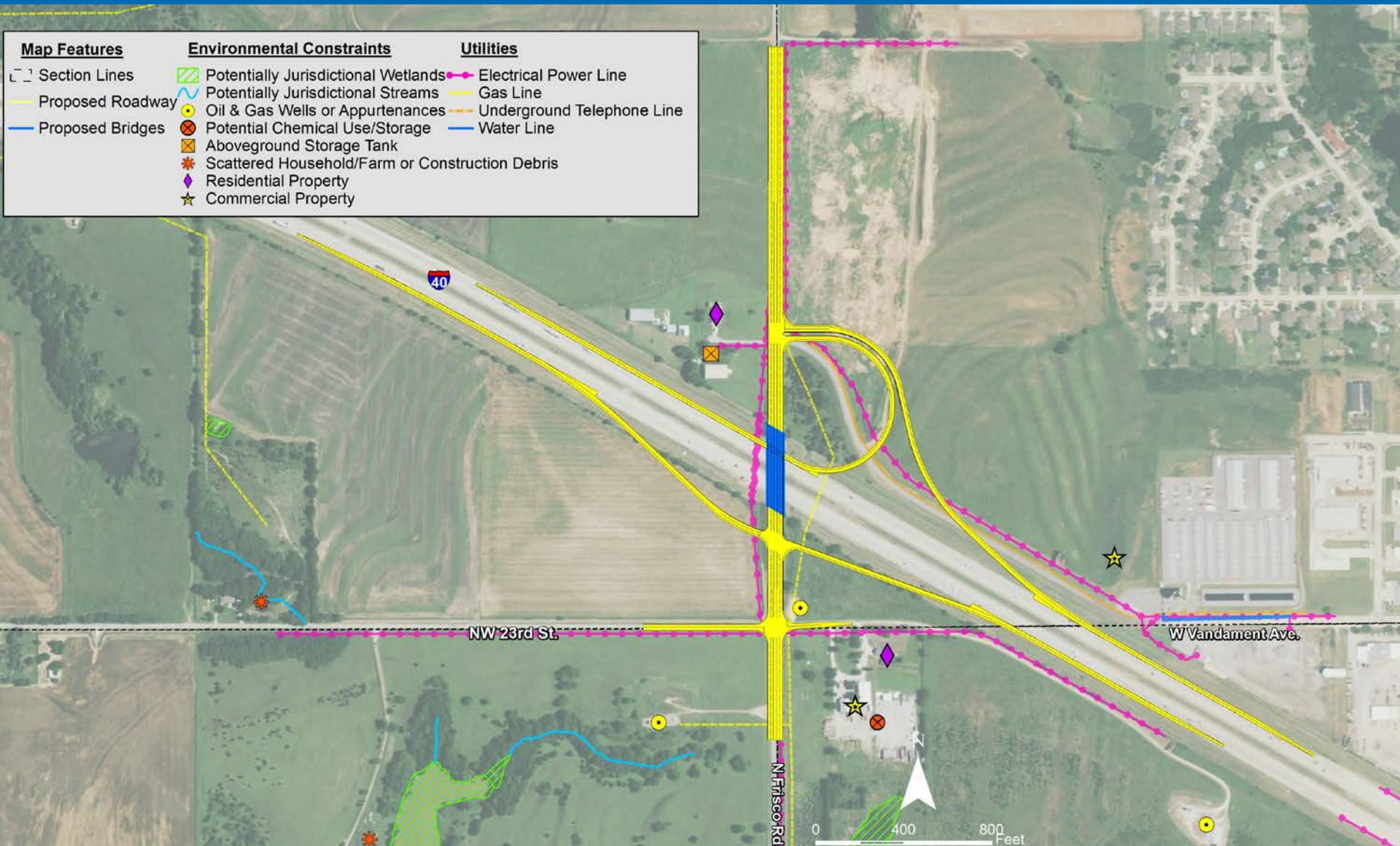
- Compressed SW and SE ramps allow NW 23rd Street horizontal alignment to remain unchanged
- Avoids oil/gas metering station
- Constant radius loop ramp

Preferred Alternative: 3-Quadrant Folded Diamond



Preferred Alternative: 3-Quadrant Folded Diamond

Map Features	Environmental Constraints	Utilities
Section Lines	Potentially Jurisdictional Wetlands	Electrical Power Line
Proposed Roadway	Potentially Jurisdictional Streams	Gas Line
Proposed Bridges	Oil & Gas Wells or Appurtenances	Underground Telephone Line
	Potential Chemical Use/Storage	Water Line
	Aboveground Storage Tank	
	Scattered Household/Farm or Construction Debris	
	Residential Property	
	Commercial Property	



Access and Environmental Impacts Evaluation

I-40/Frisco Road Interchange

- Access Changes
*Currently no access between I-40 and Frisco Road;
Changing to full access*
- Residential or commercial relocations
None
- Archeological sites and historic properties
No significant impacts
- Wetlands and waters
Minimal impacts anticipated
- Threatened & endangered species critical habitat
Swallow use survey to be completed prior to construction

Access and Environmental Impacts Evaluation

I-40/Frisco Road Interchange

- Hazardous waste assessment
Minimize impacts to area oil/gas features
- Noise assessment
Future noise impacts predicted to 2 residences and 1 commercial facility
Noise barrier modeling indicates acoustically feasible, but not financially reasonable, i.e., exceeds allowable cost/benefitted receptor

What Happens Next?

I-40/Frisco Road Interchange

- Consider comments from public meeting
- Complete environmental document and design plans
- Right-of-way acquisition; Utilities relocation: 2018/2019
- Programmed construction cost: \$17.4 million
- Construction tentatively scheduled: Year 2020

Submit Your Comments

I-40/Frisco Road Interchange

- Leave your written comments with us tonight.
- Download and submit a comment form at:
<http://www.odot.org/publicmeetings>
- Submit your written comments by mail to:
Oklahoma Department of Transportation
Environmental Programs Division
200 N. E. 21st Street
Oklahoma City, OK 73105
- Fax your written comments to:
(405) 522-5193
- Email your comments to:
environment@odot.org
- **Please submit your comments by July 5, 2017.**

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*Thank
you!*

