

### POP-UP BOOTH LOCATIONS & TIMES:

February 19, 2020, 11am to 2pm  
James Stewart Golf Course  
824 Frederick Douglas Avenue  
Oklahoma City, OK 73117

February 20, 2020, 11am to 2pm  
Metro Technology Center, Springlake Campus  
1900 Springlake Drive  
Oklahoma City, OK 73111

February 21, 2020, 11am to 2pm  
Ralph Ellison Library  
2000 NE 23rd Street  
Oklahoma City, OK 73111

\*Vary based on location

### PROPOSED TYPICAL SECTION



**6-Lane Typical Section**

Typical includes: 15-foot wide inside shoulder; three 12-foot wide driving lanes; 12-foot wide outside shoulder

### PROJECT INFORMATION SUMMARY

- Current Annual Average Daily Traffic (AADT) in year 2019: **77,000 Vehicles a day**
- Future Estimated AADT by year 2040: **110,000 Vehicles a day**

\*Totals DO NOT include Toll Roads

**DIVISION 4 ENGINEER: TRENTON JANUARY, P.E.**

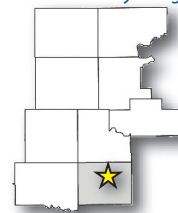
\*\*Totals DO NOT include County Bridges

**\*Total Road Miles:**  
1,406.29

**\*Total Interstate Miles:**  
230.01

**\*\*Total Bridges:**  
1,137

**Counties:** Canadian, Garfield, Grant, Kay, Kingfisher, Logan, Noble, **Oklahoma**, Payne



**PLEASE PROVIDE YOUR COMMENTS BY 03/18/2020**

#### For more information about the project

**Andy Wilson**  
Project Manager  
Division 4  
(405) 522-7602  
alwilson@odot.org

#### For more information about Public Participation

**Jenny Droscher**  
Public Involvement Officer  
ODOT Cultural Resources Program  
(405) 325-3269  
environment@odot.org

After the public meeting, please visit our website to provide input via project survey about the proposed project.

<http://www.odot.org/publicmeetings>



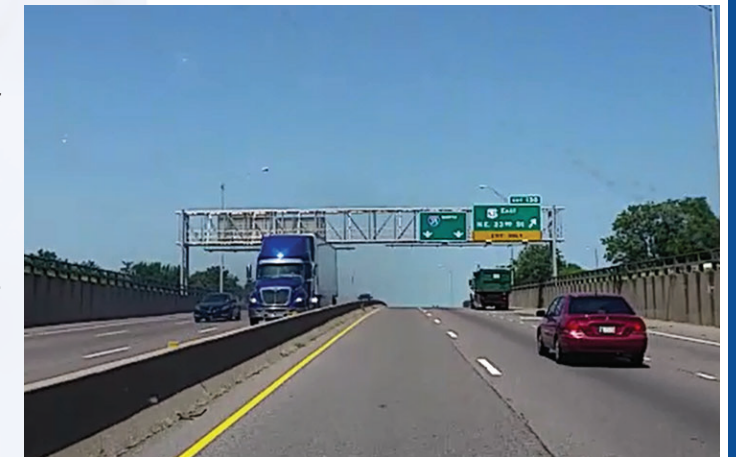
## Improvements to I-35 from I-40 (Fort Smith Junction) North to I-44 (Deep Fork), Oklahoma County, OK • JP20330(04) Public Meeting

### Purpose of Meeting

The purpose of the meeting is to inform the public and obtain input on the design alternatives under consideration for the I-35 corridor from I-40 (Fort Smith Junction) north approximately 4.5 miles to I-44 (Deep Fork) in Oklahoma City, Oklahoma.

### Project Background

The I-35 corridor from the Oklahoma River north to NE 63rd Street borders and provides access to numerous destinations. These include Oklahoma City's Lincoln Park Golf Course, Twin Hills Country Club, and most notably the Adventure District, whose members include Remington Park, the National Softball Hall of Fame, the Oklahoma Railway Museum, and the Oklahoma City Zoo. The southern part of this corridor also has a large area of residential development.



From the time I-35 was first constructed in the early 1960s to today, the Oklahoma City metropolitan area has continued to grow, causing traffic to also increase. ODOT has tried to keep up with this continued growth in the Oklahoma City metro area through the widening of I-35 to 6 lanes. The stretch of I-35 between I-40 (Fort Smith Junction) and I-44 (Deep Fork) is one of the last sections that is only 4 lanes from the South Canadian River north 22 miles to 2nd Street in Edmond. Due to changed development and traffic patterns over the years, this corridor may also offer the opportunity to remove certain bridges that may not be necessary today and thus removing long term maintenance costs to ODOT.

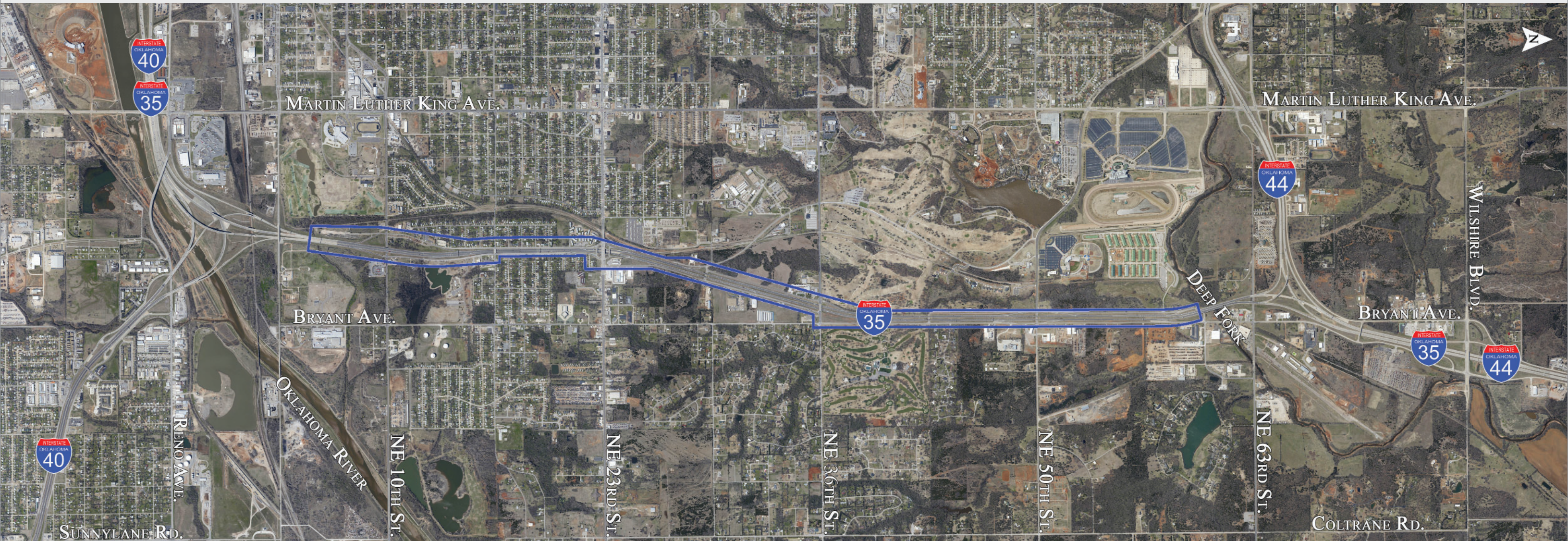
### Purpose of Project

The purpose of the study is to evaluate operational and safety improvements of I-35 and its frontage roads.

### Proposed Improvements

These potential improvements include bridge replacements and/or removals, frontage road modifications, and pavement widening recommendations to facilitate an ultimate six-lane corridor in conjunction with proposed improvements to the I-44 Interchange. A total of three design alternatives have been analyzed as well as a fourth option that is to be used in conjunction with one of the three design alternatives.

# Project Area for Improvements to I-35 from I-40 (Fort Smith Junction) North Approximately 4.5 miles to I-44 (Deep Fork) Oklahoma City, Oklahoma JP20330(04)



## LEGEND

 Study Area

## Project Highlights:

- 3 Lanes in Each Direction Along I-35
- Replacement of At Risk Bridges
- Continuous Frontage Road System
- Ramp Modifications
- Protected Turnarounds