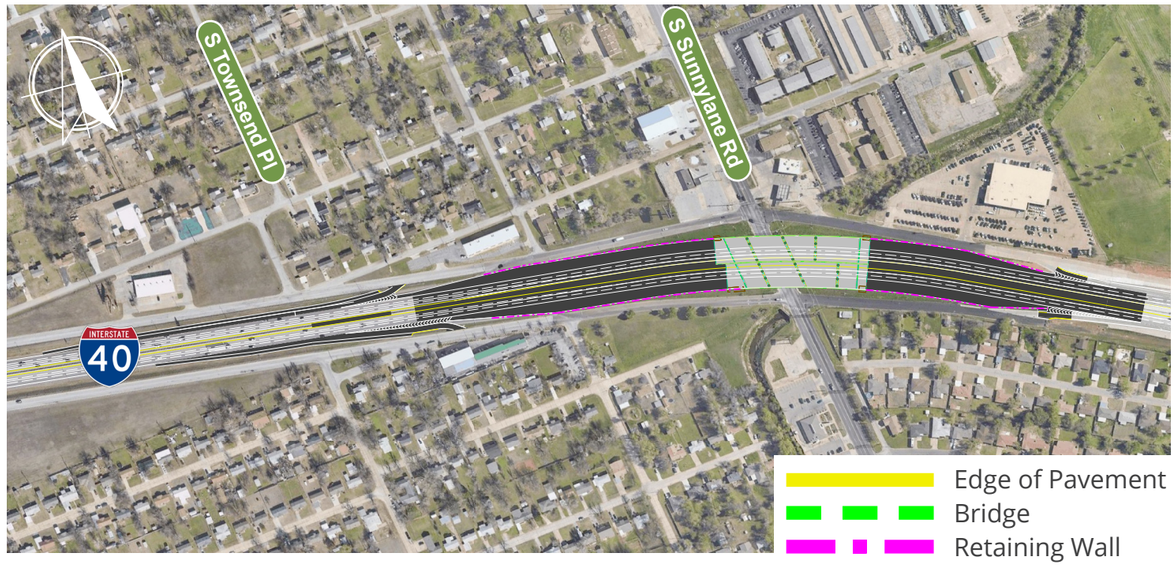
I-40 OVER SUNNYLANE ROAD DESIGN



As part of the I-40 East Corridor improvements, ODOT has advanced plans to replace the existing eastbound and westbound bridges on I-40 over Sunnylane Road. These bridges are considered at risk of becoming structurally deficient. The new bridges will be longer and wider than the existing bridges to accommodate proposed future lanes on I-40 and Sunnylane Road. The Sunnylane project will replace the bridges only and will not add lanes to I-40 or change the existing frontage roads.

Please provide comments by September 5, 2024

For more information about the project:
(405) 325-3269 • environment@odot.org • www.odot.org/I40EastOKC

I-40 OVER SUNNYLANE INFORMATION SUMMARY

- Utility Relocation Start: **2026**
- Construction Start: **2028**
- Annual Average Daily Traffic (AADT) on I-40 in year 2024: **110,200 vehicles per day**
- Future Estimated AADT on I-40 by Year 2045: **135,000 vehicles per day**

*Totals DO NOT include *Toll Roads*

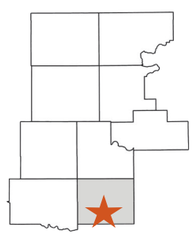
DISTRICT 4 ENGINEER: TRENTON JANUARY, P.E.

**Totals DO NOT include *County Bridges*

***Total Road Miles:**
1,400.97

***Total Interstate Miles:**
222.46

****Total Bridges:**
1,125



Counties:

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

PUBLIC MEETING

August 22, 2024

I-40 East Corridor Study, Section 1, Reno Avenue to Hudiburg Drive, and I-40 over Sunnylane Road

Oklahoma County ; JP 29846(04)

www.odot.org/I40EastOKC

Project Purpose

ODOT is studying improvements to the I-40 East Corridor in Oklahoma County, specifically Section 1 (Reno Avenue to Hudiburg Drive). Existing I-40 in this area has three lanes in each direction with multiple entrance and exit ramps. Several bridges in the corridor have insufficient vertical clearance and cannot accommodate future widening of I-40. This portion of I-40 has had a high number of collisions. Between 2011 and 2020, there were 2,036 documented collisions on I-40. Approximately 28% of these crashes involved an injury, resulting in 550 injuries and 10 fatalities. The two-way frontage roads experienced several head-on collisions, along with a high number of rear-end and angle-turning collisions. The purpose of this project is to improve safety, traffic operations, and bridge conditions in the I-40 East Corridor.

Proposed Improvements

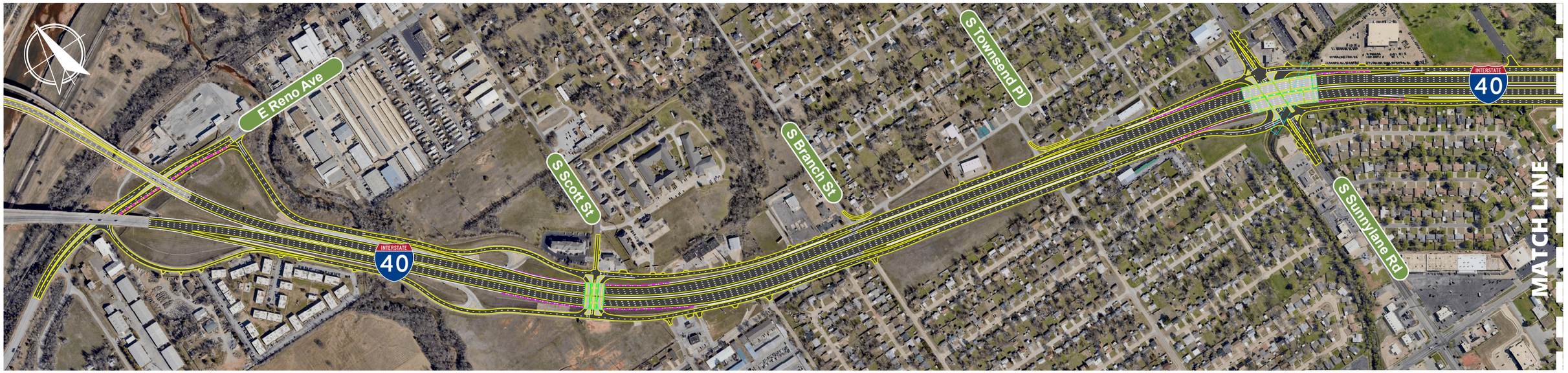
ODOT studied two alternatives to improve this section of I-40. Both alternatives would widen I-40 to four lanes in each direction and would widen the inside and outside shoulders to meet today's design standards. A concrete barrier would be placed in the median and along the outside shoulder. Both alternatives would also reduce the number of entrance and exit ramps in order to provide sufficient spacing between ramps and sufficient distance for traffic to merge on to and off the interstate. The difference between the two alternatives is the approach to modifying the frontage roads. Alternative 1 would convert the existing two-way frontage roads to one way, with two lanes in each direction on either side of I-40. Alternative 2 would keep the two-way frontage roads with one lane in each direction on either side of I-40. ODOT evaluated both alternatives in terms of the safety benefits, traffic level of service, cost, and impacts and has selected **Alternative 1 as the preferred alternative** for the project.

http://www.odot.org/PublicMeetings

Preferred Alternative

For a more detailed view, visit www.odot.org/I40EastOKC to see the display boards and the interactive map.

ALTERNATIVE 1 (WEST END) - ONE-WAY FRONTAGE ROADS



ALTERNATIVE 1 (EAST END) - ONE-WAY FRONTAGE ROADS

Edge of Pavement
Bridge
Retaining Wall