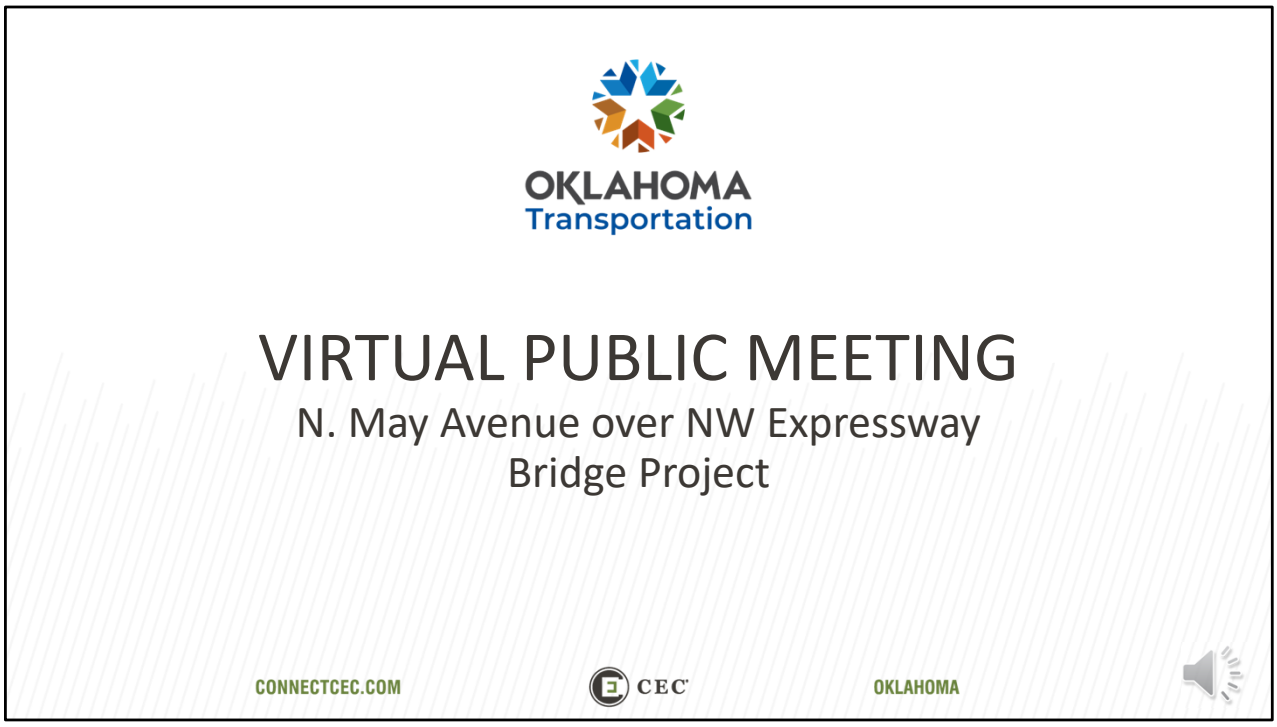


Welcome to the Virtual Public Meeting for the N. May Avenue over NW Expressway Bridge project in Oklahoma City that runs along May Avenue from United Founders Blvd. heading South to NW 52th St. over NW Expressway in Oklahoma City, Oklahoma County. My name is Sarah Vickers and I am with CEC, an engineering company in Oklahoma City working with ODOT and The City of Oklahoma City on the design of this project.

PRESENTATION OUTLINE

- Meeting and Project Purpose
- Existing Conditions
- Project Constraints
- Proposed Improvements
- Project Timeline
- Comment Submission

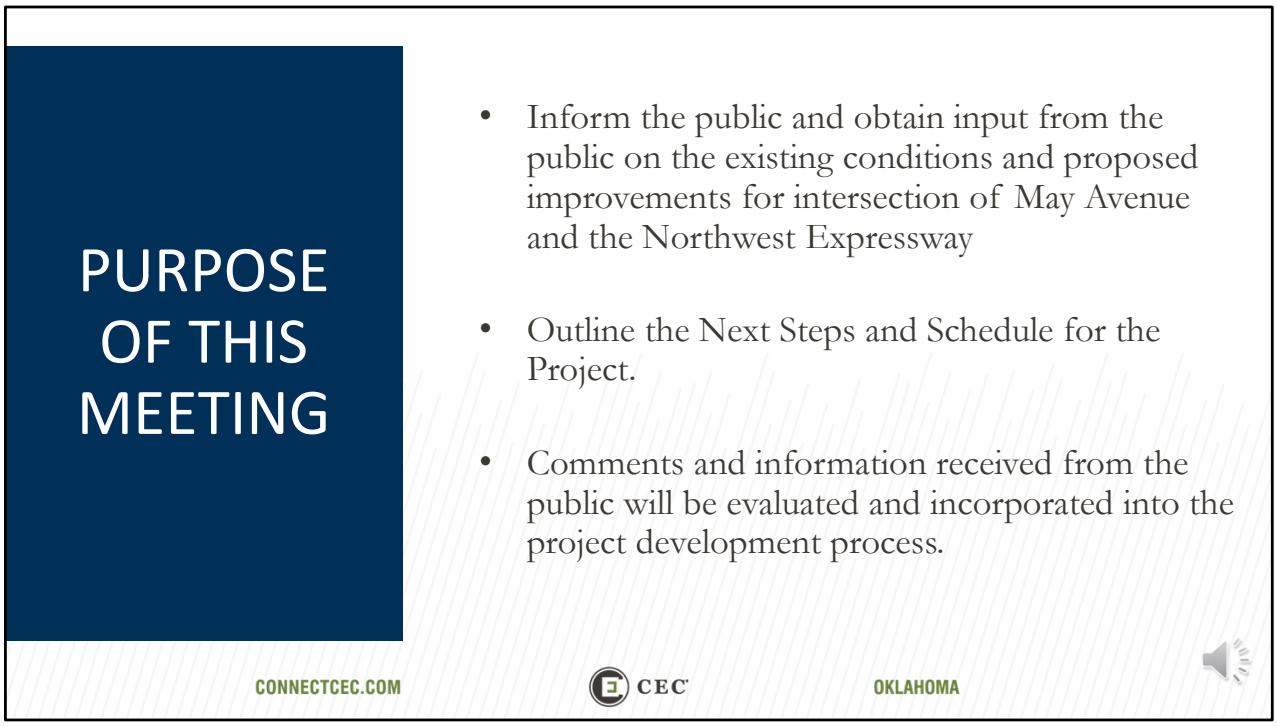
CONNECTCEC.COM CEC OKLAHOMA

This presentation will explain the purpose and need for the project. The existing conditions and constraints which have been identified that affect the project will be summarized along with the proposed improvements included in the project and the anticipated schedule. A fly-through animation of the project is also available on this website that you can view for more information.

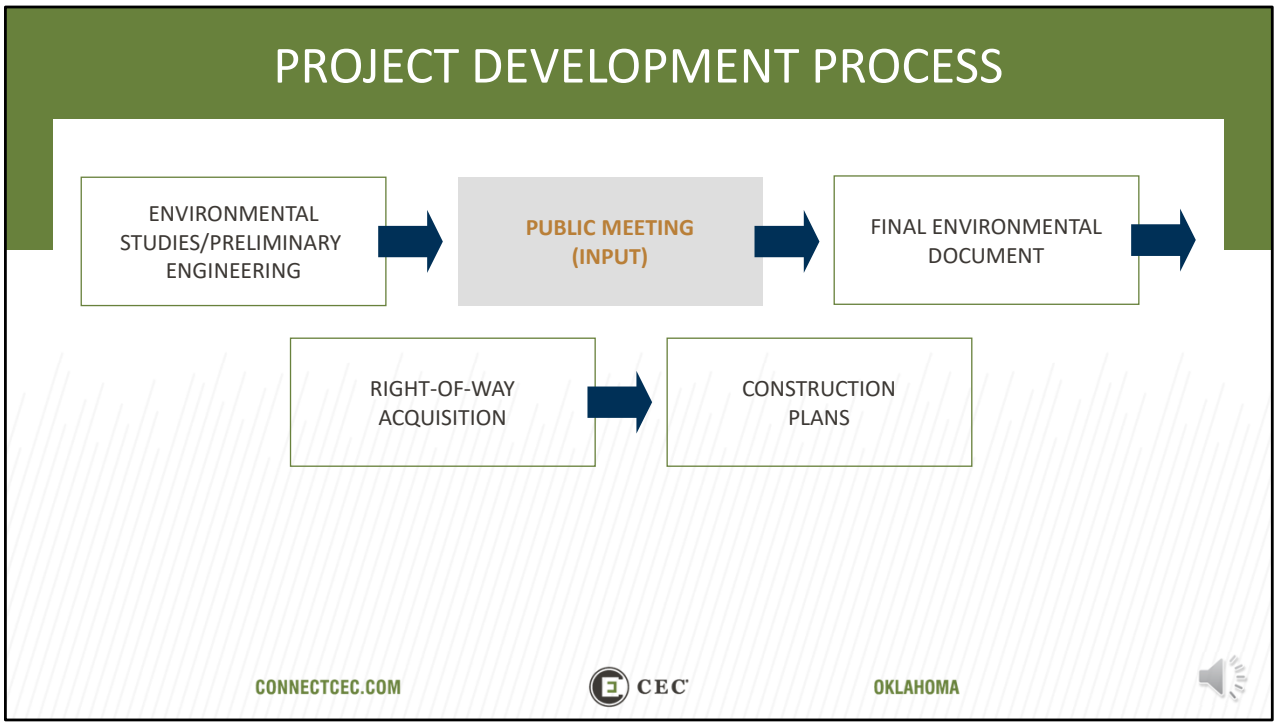
PROJECT AREA

CONNECTCEC.COM CEC OKLAHOMA

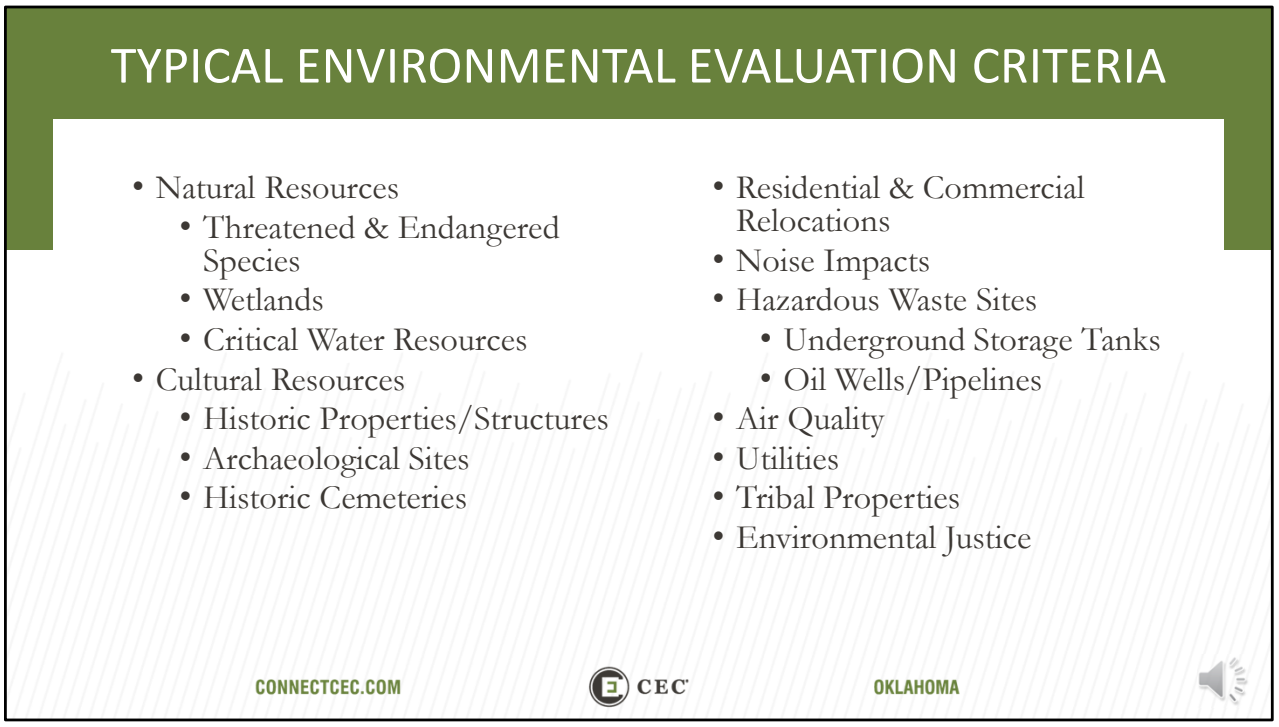
This slide provides a visual aid for the overall project extents. The blue boundary represents the study area that has been established to collect data and identify constraints that are relative to the project. North is toward the top of the page. The project begins at United Founders Blvd. and extends south along May Ave to NW 52nd Street. Northwest Expressway is also included for interchange ramp construction, drainage improvements, re-surfacing, and signing and striping improvements.



The purpose of this meeting is to present the project on this section of May Avenue crossing over NW Expressway to the public and obtain public input for the project as well as information on existing conditions that may be useful in the project development. We will present the next steps in the project development process and the anticipated schedule for construction. We will also explain how to ask questions or make comments on the project.



This slide shows typical milestones in the project development process. At this time, the environmental studies and preliminary engineering have been completed to the point that we are able to define environmental constraints that may be impacted by the project and we are able to identify areas within the project extents where additional right-of-way will be needed. We are currently in the public involvement phase where we inform the public of the project and receive input. Next, the environmental document will be finalized, and right-of-way will be acquired as the design is finalized for construction.



This slide shows evaluation criteria typically considered for road and bridge construction projects for the environmental studies and NEPA documentation. NEPA is an acronym for the National Environmental Policy Act of 1969 that federally funded projects must comply with.

NOTEWORTHY ENVIRONMENTAL STUDY FINDINGS

Waterways & Potential Wetlands

- Project area includes an unnamed tributary to the Deep Fork River.
- A nationwide permit per Section 404 of the Clean Water Act is anticipated to be necessary.
- No impact to wetlands

CONNECTCEC.COM CEC OKLAHOMA

This project does not have significant impact to any waterways or potential wetland areas. There is one drainage structure for an unnamed tributary to the Deep Fork River that is included in the project A Section 404 Permit application will be submitted to the US Army Corps of Engineers to comply with the Clean Water Act.

NOTEWORTHY ENVIRONMENTAL STUDY FINDINGS

Hazardous Materials Assessment

- Environmental Site Assessment was conducted
- 5 areas of concern adjacent to the study footprint were identified
- Review locations with construction plans to identify areas of disturbance
- Sub-surface investigation may be needed

Cultural Resources

- Cultural Resources Survey was conducted
- No archeological sites were found
- Route 66 alignment
  - Considered not eligible for the National Register of Historic Places (NRHP)
  - ODOT is consulting with the State Historic Preservation Office (SHPO) for confirmation

CONNECTCEC.COM CEC OKLAHOMA

A Hazardous Material Assessment of the project areas has been completed. 5 potential areas of concern have been identified. These will be reviewed in more detail with the construction plans to determine potential impacts. Sub-surface investigations may be needed if impacts are anticipated.

NOTEWORTHY ENVIRONMENTAL STUDY FINDINGS

Protected Species

- Threatened and Endangered Species habitat surveys were conducted
- Coordination with U.S. Fish and Wildlife Service was conducted
- Avoidance and minimization measures will be implemented, and no significant impacts to protected species are expected

Traffic Noise Analysis

- Traffic Noise Analysis is not being conducted since the project does not add lanes to May Avenue or Northwest Expressway

CONNECTCEC.COM CEC OKLAHOMA

The project area has been evaluated for threatened and endangered species habitat. Migratory bird habitat was observed in a drainage culvert on May Ave. The appropriate avoidance and minimization measures will be included in the project. Noise Analysis studies are completed for projects that will increase the volume of traffic by adding lanes to a section of roadway. This project is not adding lanes, so a noise analysis was not required and has not been completed.

EXISTING CONDITIONS

Traffic Volumes

- May Avenue
  - 2025 = 25,380 vehicles per day
  - 2045 = 31,000 vehicles per day
- NW Expressway
  - 2025 = 34,300 vehicles per day
  - 2045 = 41,800 vehicles per day

Roadway Pavement in Fair Condition

Bridge over NW Expressway

- Built in 1952
- Structurally deficient
  - Deck and substructure condition
- Functionally obsolete
  - 14'-4" clearance over Northwest Expressway
  - Bridge has partially collapsed twice when trucks hit crossing beams

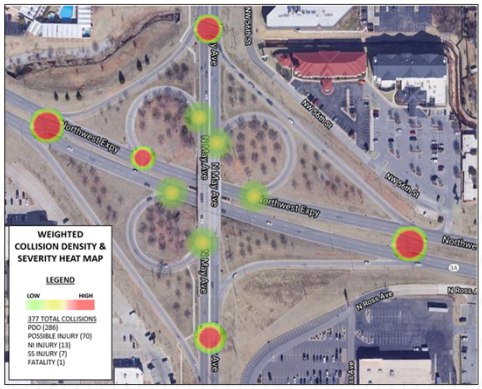
CONNECTCEC.COM CEC OKLAHOMA

May Avenue and NW Expressway traffic has increase significantly since the existing interchange was constructed, and is expected to increase more moving forward. The roadway pavement is in fair condition. The bridge was constructed in 1952. The latest inspections have determined it is structurally deficient due to the condition of the deck and substructure that supports the bridge. It is also functionally obsolete because it does not have the desired vertical clearance above NW Expressway, which has caused it to be hit by overheight vehicles causing significant damage and a serious safety concern to the public.

EXISTING CONDITIONS

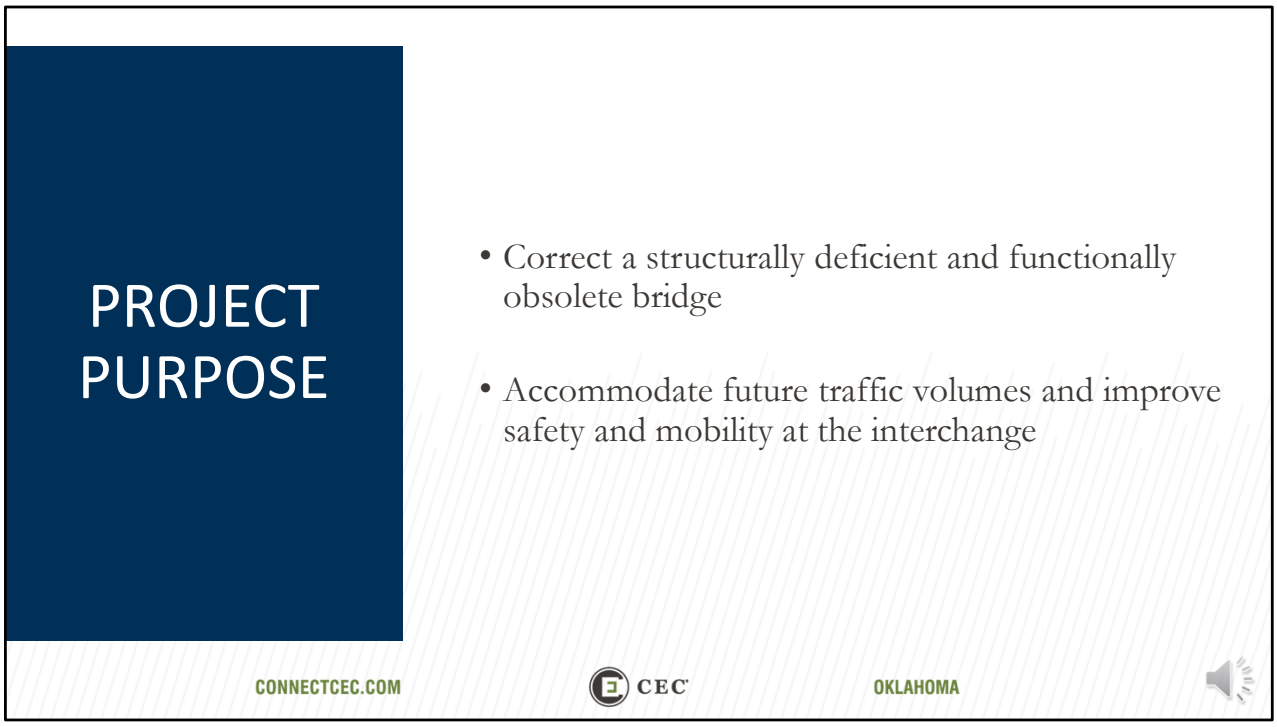
Collision History

- 377 collisions in the past 10 years
- 1 fatality
- 7 serious injuries
- Most collisions occur at the ramp connections to May Ave and Northwest Expressway



CONNECTCEC.COM CEC OKLAHOMA

The ten-year collision history shows there has been 377 collisions in the project area. One of those accidents was a fatality and 7 were reported as serious injury collisions. Most of the collisions occur at ramp that intersect with May Avenue and NW Expressway



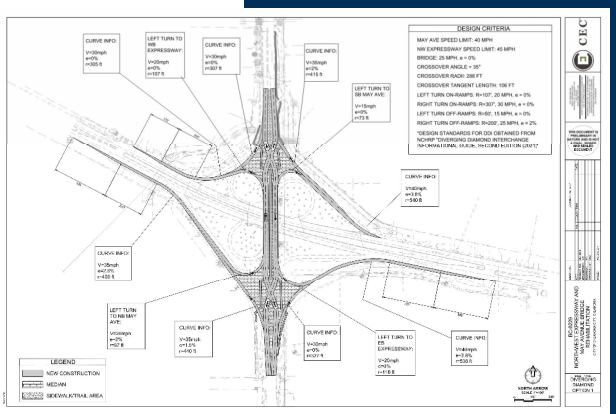
The purpose of the proposed project is to correct the issues causing the bridge to be structurally deficient and functionally obsolete as well as accommodate future traffic volumes and improve the overall safety and mobility at the interchange.

PROPOSED PROJECT

Four Alternatives Evaluated

Alternative 1

- Diverging Diamond Interchange (DDI)
  - Reduces traffic conflict points through the interchange
  - Accommodates higher left turn volumes
  - Fewer and shorter traffic signal phases



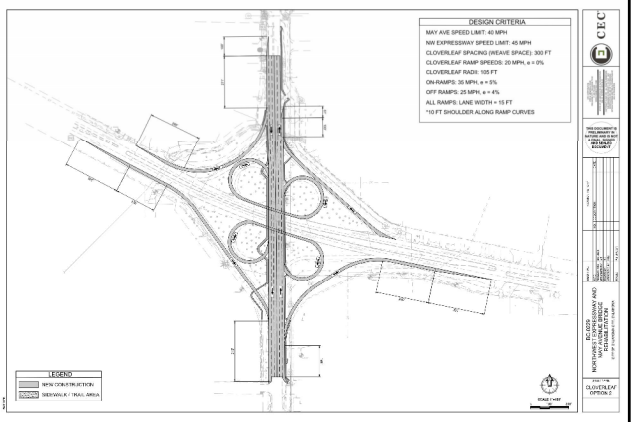
CONNECTCEC.COM CEC OKLAHOMA

Three alternatives were evaluated during the preliminary engineering phase of the design process. The first alternative evaluated was a Diverging Diamond Interchange, commonly referred to as a DDI. The benefits of a DDI are fewer traffic conflict points and more efficient traffic movements withing the interchange by allowing free flow movement of left turn at the ramp intersections.

PROPOSED PROJECT

Alternative 2

- Cloverleaf Interchange
  - Similar to existing conditions
  - Would add a cloverleaf in the southeast quadrant of the interchange to allow the eastbound expressway to northbound May Ave traffic movement
  - Cloverleaf ramp conflicts with raising the bridge



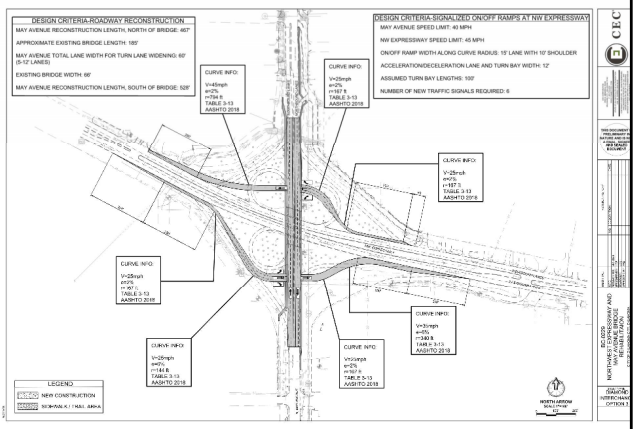
CONNECTCEC.COM CEC OKLAHOMA

The second alternative considered was a clover leaf design. This is similar to the existing conditions, except it would add a cloverleaf in the southeast quadrant of the interchange to allow the traffic movement from eastbound NW Expressway to Northbound May Avenue. A key goal of the project is to increase the bridge vertical clearance over NW Expressway. This grade increase impacts the design of the interchange ramps, resulting in steep grades.

PROPOSED PROJECT

Alternative 3

- Conventional Diamond Interchange
  - Adds two signals to May Ave. at the ramp intersections
  - Higher number of traffic conflict points



CONNECTCEC.COM CEC OKLAHOMA

The third alternative considered was a conventional diamond interchange. This is an interchange configuration that drivers are used to travelling through. It would add two signals on May Ave where the ramps intersect. This interchange also has a higher number of traffic conflict points.

PROPOSED PROJECT

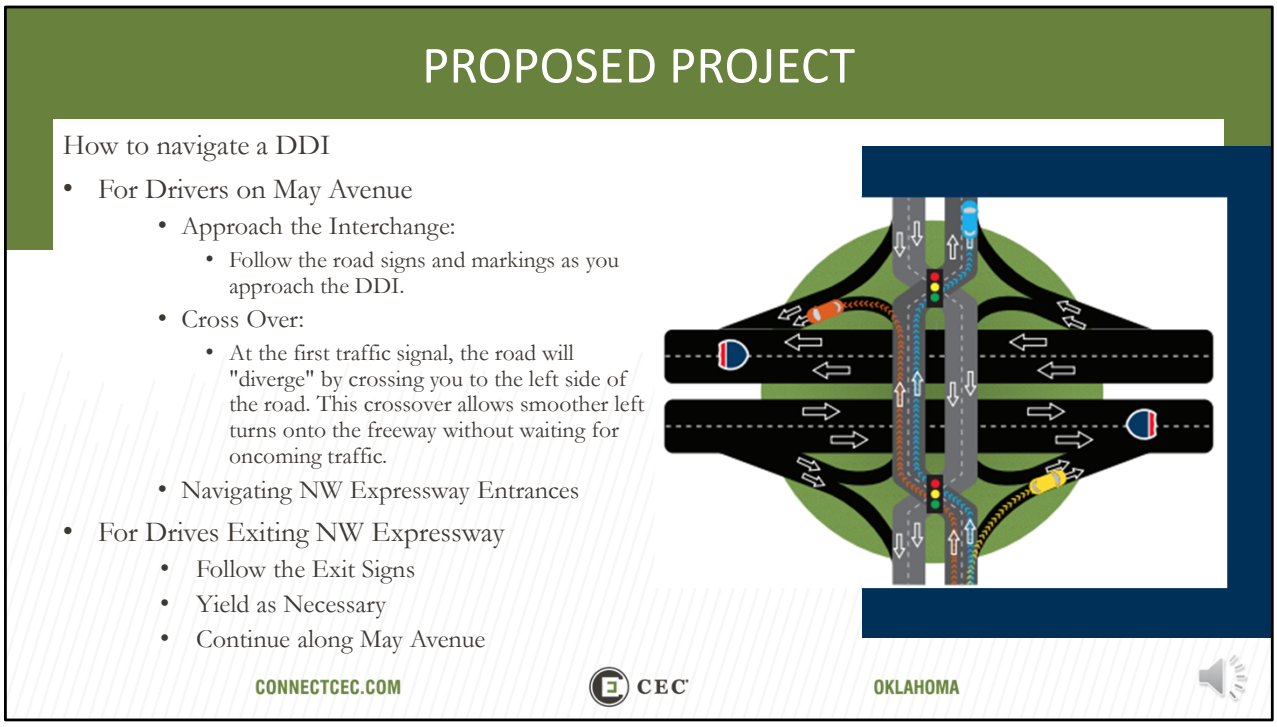
Preferred Alternative

Diverging Diamond Interchange (DDI)

- May Avenue crossing over NW Expressway
  - DDIs are designed to reduce the number of places where traffic crosses each other, which can reduce the potential for crashes. They also allow for multiple traffic movements to happen at the same time.
- Why DDIs Work Well
  - Fewer Traffic Signals
  - Improved Safety
  - Efficient Use of Space

CONNECTCEC.COM CEC OKLAHOMA

The project will be the first Diverging Dimond Interchange also know as a DDI in Oklahoma City. A diverging diamond interchange (DDI) is a type of diamond interchange that allows traffic to temporarily cross to the left side of the road. DDIs are designed to reduce the number of places where traffic crosses each other, which can reduce the potential for crashes. They also allow for multiple traffic movements to happen at the same time.
Why do DDIs Work Well:
•Fewer Traffic Signals: which reduces stops, leading to quicker travel times.
•Improved Safety: Fewer crossing points minimize accidents.
•Efficient Use of Space: Designed for high-traffic areas without requiring major land expansion



For Drivers on the May Ave:

1.Approach the Interchange: Follow the road signs and markings as you approach the DDI. Lane markings and signals will guide you.

2.Cross Over: At the first traffic signal, the road will "diverge" by crossing you to the left side of the road. This crossover allows smoother left turns onto the freeway without waiting for oncoming traffic.

3.Navigating NW Expressway Entrances:

1. If need to access NW Expressway from May Ave, simply follow the signs for your desired ramp.
2. If you're staying on the May Ave, proceed straight through the second traffic signal, which will return you to the right side of the road.

For Drivers Exiting NW Expressway:

1.Follow the Exit Signs: As you leave NW Expressway, merge onto May Avenue

2.Yield as Necessary: Be aware of merging traffic and follow road signs and signals.

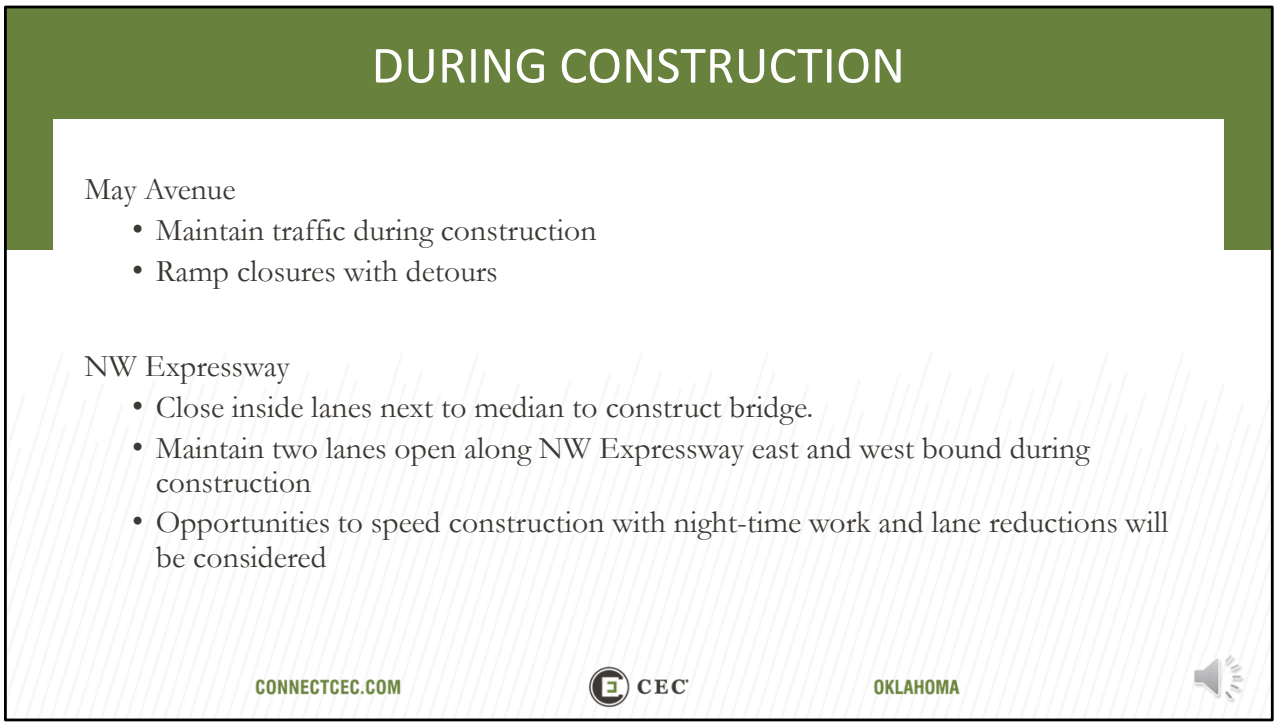
3.Continue along May Avenue: Merge into traffic or follow signs for local destinations.

Key Benefits of a DDI:

•Smoother Left Turns: Vehicles turning left onto or off NW Expressway don’t have to cross oncoming traffic.

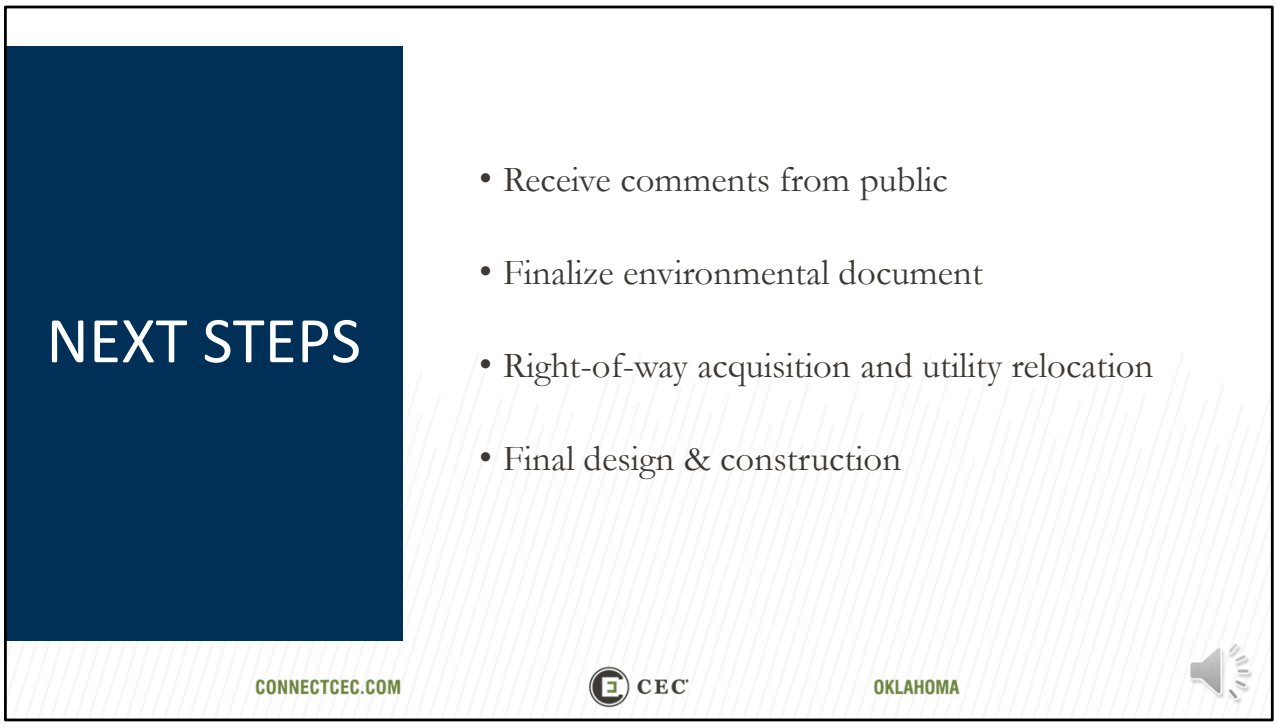
•Increased Safety: Fewer conflict points reduce the likelihood of accidents.

•Improved Traffic Flow: Signals and crossings are optimized to minimize delays.

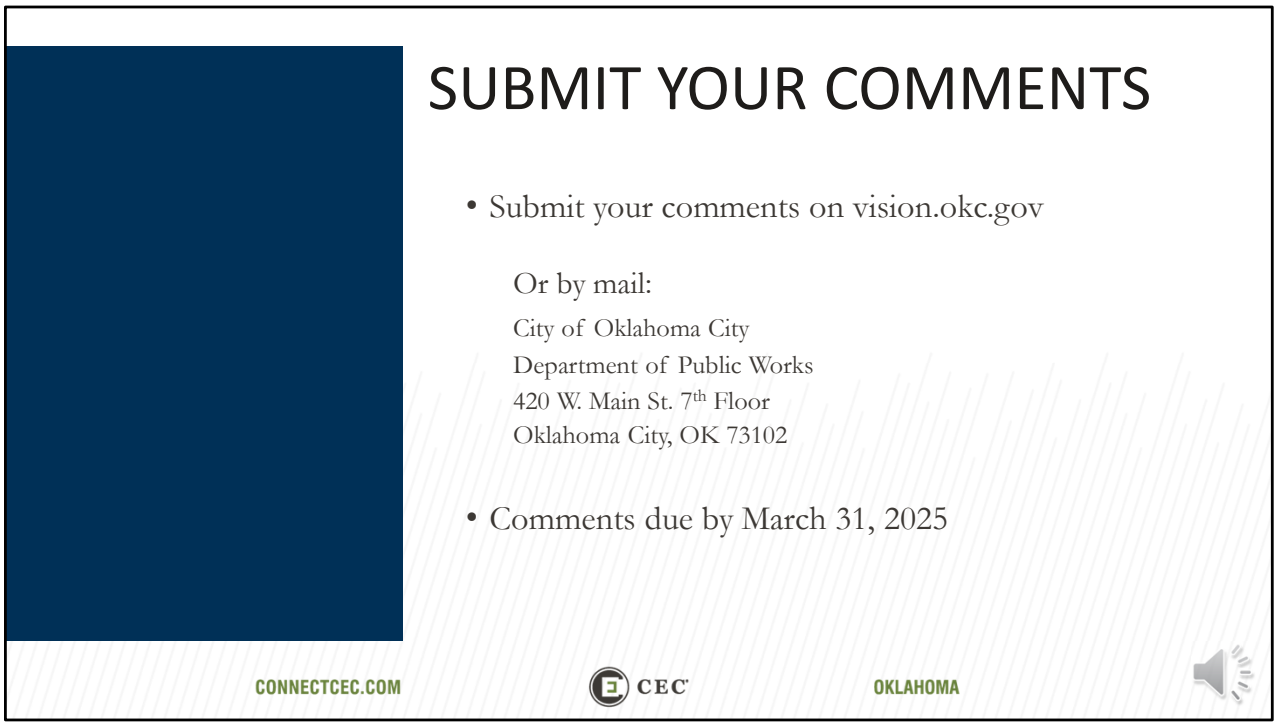


During construction, May Avenue traffic will be maintained with the use of temporary pavement and detours. Ramps will be closed to traffic periodically through the duration of the project to reconstruct them. Northwest expressway traffic will be maintained during construction. Lane reductions are anticipated to complete the bridge demolition and construction. Some work is anticipated to be completed at night to minimize traffic impacts.

Oklahoma City Public Works intends to have the NEPA document and design completed in 2025 and begin construction as soon as possible in 2026. The anticipated duration of the project is 1 ½ years. This is a grant project and is being designed in cooperation with Oklahoma Department of Transportation. The construction cost is currently estimated at approximately $13 million.



This slide shows the next steps to complete the project. We ask that you submit your comments by March 31, 2025 so we can incorporate your feedback and finalize the design plans. If your property is affected by the project, you can expect to hear from OKC right-of-way agents in the near future.



Thank you for participating in this virtual public meeting. Please submit your comments on the comment form you received in the mail or that is available on VISION.OKC.GOV website with the other information provided for this project. You can also mail your comments to the Department of Public Works at the address provided. Comments are due by March 31, 2025.