



**Final
Environmental Impact
Statement**

**I-40 Crosstown Expressway
Volume I**

**from
I-235 To Meridian Avenue**

Oklahoma City, Oklahoma

November 2001

Volume II - Table of Contents

	PAGE
RELEASE OF MAJOR INVESTMENT STUDY AND DRAFT ENVIRONMENTAL IMPACT STATEMENT	VII-1
PUBLIC REVIEW LOCATIONS	VII-2
INTERAGENCY COORDINATION	VII-4
PUBLIC HEARING	VII-5
ODOT RESPONSES TO COMMENTS	VII-6

Release of Major Investment Study and Draft Environmental Impact Statement

On January 17, 2001 ODOT held a press conference and released the Draft Environmental Impact Statement to the public for review. This action opened the public comment period which remained open until March 15, 2001. A press release packet from the Department included the locations for the DEIS to be available for review.

Following this page are copies of the press release packet made available to members of the press at the January 17, 2001 press conference.

**I-40 Crosstown Partners
Bridge Gap with New Plans
FOR IMMEDIATE RELEASE
January 17, 2001
PR# 01-005**

Oklahoma Department of Transportation

Information Release



Public Affairs Division, 200 N. E. 21st Street, Oklahoma City, Oklahoma 73105 (405) 521-2554

The Oklahoma Department of Transportation (ODOT) has received the green light from the Federal Highway Administration (FHWA) to release the draft Environmental Impact Statement for the proposed reconstruction of the I-40 Crosstown Expressway. This is the final step in the planning process before a final approval can be granted.

ODOT and FHWA have been working since 1996 with the City of Oklahoma City, Greater Oklahoma City Chamber of Commerce, various neighborhood groups and the general public to determine the best way to handle present and future traffic with the least disruption.

Transportation Secretary Neal McCaleb commented, "Thanks to the tremendous work of all of the community groups, the ODOT staff, and the City of Oklahoma City, every reasonable request has been included in this monumental project."

All possible options were considered, including not building a new facility at all, rebuilding along the same alignment and building a new highway along a different alignment. Alternate D, the preferred selection, is about five blocks south of the present Crosstown along an existing transportation corridor.

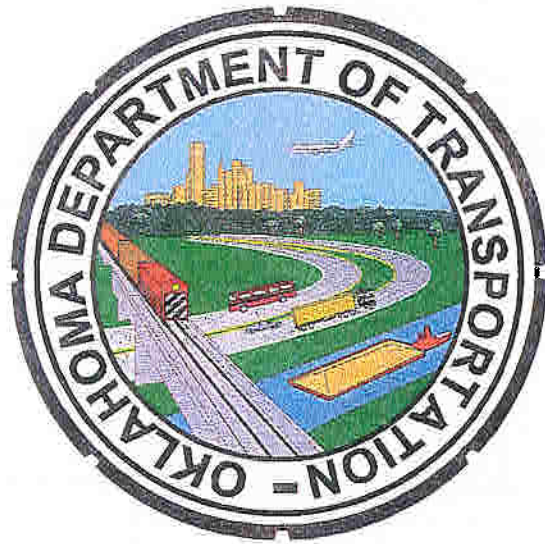
Culminating a five-year examination of the overall project and its impact on the community, Secretary of Transportation Neal McCaleb, Oklahoma City Mayor Kirk Humphreys, Greater Oklahoma City Chamber Chairman Luke Corbett, and FHWA officials announced features planned for inclusion that will benefit the community:

- Reconstructing and maintaining part of the old Crosstown as a boulevard for improved downtown access. It will include some elevated portions as agreed with the City of Oklahoma City.
- Constructing an architecturally-designed retaining wall on the south side of the new highway between Walker and Robinson. The design will mirror the Little Flower Church in the Riverside neighborhood.
- Building a pedestrian bridge west of Union Station crossing the interstate between Walker and Robinson in the Riverside neighborhood.
- Building a park just north of the Latino Community Development Agency bordered by Robinson, Walker, S.W. 9th and S.W. 10th in the Riverside neighborhood.

"We're excited to see all the hard work over the last five years pay off with FHWA incorporating the enhancement items to benefit the entire community," explained ODOT Planning Division Engineer David Streb.

With this announcement, ODOT is accepting and evaluating public comments regarding the proposed improvements to the I-40 Crosstown Expressway. The Environmental Impact Statement will be available for viewing at various locations in metro Oklahoma City. During the official comment period running from January 17 - March 15, a public hearing will be held on Tuesday, February 27 from 4:00 p.m. - 8:00 p.m. at the Myriad Convention Center. Comments also may be made in writing and mailed to Planning Engineer, ODOT, 200 NE 21st Street, OKC, OK 73105 or by calling 405/848-1440 or 405/521-6916.

I-40 Crosstown Expressway



**Press Conference
January 17, 2001**



What do you look for in an alternate?

To be sure that the best choice overall is made when alternate routes are considered, ODOT takes an intense look at the needs and possibilities. In this case, 21 factors were given numeric ratings from 0 to 4. This gave a rough overall comparison to help focus on the more critical aspects of the situation.

For example, Alternate D had the best overall score and also scored well in such things as safety, maintenance costs and maintenance of traffic.

The four general categories considered were:

- **Performance**, including traffic demand, safety, access to downtown and constructability.
- **Cost and Cost Effectiveness**, including preliminary costs, maintenance costs and user costs.
- **Financial and Institutional Feasibility**, including air quality impacts and the ability to construct with ODOT resources.
- **Environmental and Other Community Impacts**, including nine factors such as neighborhood disruption, land use and noise impacts.

The final three Alternates, B, B-3 and D, required the most careful scrutiny.

Using this framework, the alternate routes could be compared numerically and consideration of the most critical elements looked at in detail. The study revealed that Alternate D was the best overall choice.

When everything's said and done...

After the FHWA issues its Record of Decision, it will take another eight to 12 months to prepare design and right-of-way plans for the project. Then over the following 12 to 15 months, right-of-way will be purchased and construction contracts will be let.

The length of time for construction of the new Crosstown segment will depend on funding availability and other variables, but should be 5 to 7 years.

When it's done, however, a major facility of national as well as local importance will be part of the Interstate system.

A high percentage of the traffic on I-40 is through traffic. It helps make Oklahoma City a vital link in the economy of the U.S. With the crossing of I-35, Oklahoma City is literally the crossroads of middle America.

Alternate D, the locally preferred alternate, envisions the Crosstown itself as a 10-lane, at grade or slightly below grade facility with express lanes, easy access to downtown and the capacity to handle 70 mph traffic.

Careful planning and the valuable input from groups and individuals will ensure that the new Crosstown will provide the best possible answer to the critical need for improved surface transportation.

Comments or questions may be addressed to:

David Streb
 Planning Division Engineer
 Oklahoma Department of Transportation
 200 N.E. 21st Street
 Oklahoma City, OK 73105
 (405) 521-6916
 Or call the I-40 Hotline, (405) 848-1440

Lubin Quinones
 Assistant Division Administrator
 Federal Highway Administration
 300 N. Meridian Ave.
 Oklahoma City, OK 73107
 (405) 605-6174

I-40 Crosstown Planning Phase Nears Completion



With the release of the Draft Environmental Impact Statement, updating the I-40 Crosstown Expressway in Oklahoma City is reaching a major milestone: the completion of the planning phase.

Back in the 1960s when it was built, the Crosstown carried about 50,000 vehicles a day. Now, over three decades later, the traffic load is over 100,000 vehicles a day, and maintaining it has become a constant headache.

With the need for a better facility growing critical, ODOT has been working since 1996 with the City of Oklahoma City, various neighborhood groups and the general public to come up with the best way to handle present and future traffic with the least disruption.

All possible actions were considered, including not building a new facility at all, rebuilding along the same alignment and building a new highway along a different alignment.

A list of seven alternate routes was developed and the pros and cons of each thoroughly analyzed to come up with a short list of four routes.

All along the way, ODOT has made every effort to inform the public on the process and to get input about all the considerations and concerns affecting the project. Scale models of the proposed final routes were displayed at numerous locations to provide a graphic idea of how each would affect the area. Public meetings have been held at each stage of the process.

In December 1998, ODOT announced that Alternate D, about five blocks south of the present Crosstown and along an existing transportation corridor, had been determined to be the best selection and thus became the locally preferred alternate. The final selection of an alternate will not be made until after the comments on the DEIS and from the public hearing have been evaluated.

What's coming?

The Draft Environmental Impact Statement will be open for public study from January 17th to March 15th. There will also be a public hearing on February 27th from 4:00 p.m. to 8:00 p.m. at the Myriad Convention Center.

Substantive comments received will be included in the Final Environmental Impact Statement, which will be made available to the public.

FHWA will review the FEIS and issue a Record of Decision. The project will then be eligible for federal funding and the design and construction phases can get under way.

A formal public hearing on the Crosstown realignment will be held Tuesday, February 27th at the Myriad Convention Center from 4 to 8 p.m.

Planning Timeline

January '96: Citizens Advisory Committee and Technical Advisory Committee formed; first public meeting.

July '96: List of seven alternate routes developed as well as evaluation of other options such as no build and Transportation Systems Management.

September '96: Short list chosen

December '96: ODOT agrees to develop additional Alternate (B-3) after concerns were raised about moving the interstate south.

April - December '98: Scale models of Alternates B-3 and D displayed throughout the corridor to show the features associated with each and to aid in consensus building throughout the community.

December '98: Alternate D announced as the preferred route for the Draft Environmental Impact Statement.

January '99 - January '00: consensus building continues, City begins land use evaluation.

February '00: City completes land use and mitigation plan, ODOT begins evaluation of the plan.

January '01: Draft Environmental Impact Statement released.

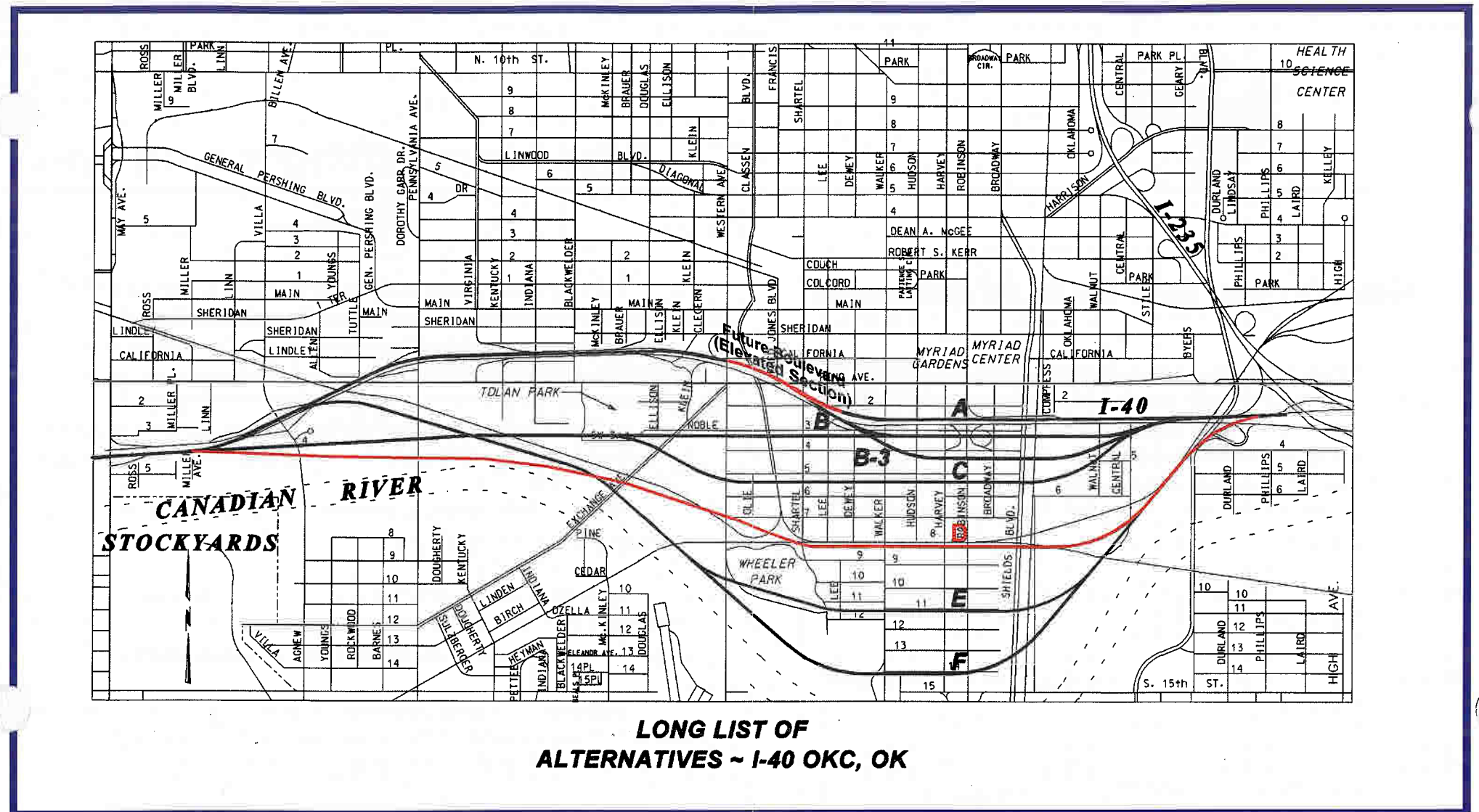
February '01: Public Hearing on Draft Environmental Impact Statement.

Goals of the Crosstown study process

1. To provide a central city transportation system that is safe and sensitive to area environmental and community impacts.
2. To enhance regional economic development and quality of life for communities and various segments dependent on transportation in the I-40 corridor.
3. To integrate transportation planning, design and operation with regional land use and development patterns.
4. To provide a transportation system that meets the travel needs of people, goods and services safely, efficiently and comfortably.

Background

To put the present I-40 Crosstown situation in perspective: The present facility is almost 35 years old. Ahead of its time when built, the Crosstown, particularly the bridge portion, is below current standards. The "fracture critical" bridge has deteriorated to the point that frequent inspections are required to keep the facility safe for motorists. Overweight trucks are not allowed on it and joint failures are common. Maintenance and repair costs nearly a million dollars a year, so repairing problems as they arise is no longer an option. The planning study of the Crosstown situation and possible remedies' been carried out to provide the possible solution with the maximum input from the public and other interested parties.



Something for the neighborhood

ODOT has always recognized that in a major project like the Crosstown, there will be some impact on surrounding areas, no matter how carefully the facility is designed and constructed. So when a major highway is built, ODOT does whatever possible to mitigate the impact of the construction and the presence of the finished facility on the area. In the case of the Crosstown, ODOT has been working with neighborhood organizations, individuals and the City of Oklahoma City to determine what could be included in the overall project to benefit the neighborhood.

As part of ODOT's commitment to be a good neighbor, the preferred Alternate, D, will include these features:

- Construct a sound wall on the south side of the new highway between Walker and Robinson that is architecturally similar to the Little Flower Church. This wall will be constructed close to the interstate and also serve as a partial retaining wall to allow the maximum green space to be captured on the neighborhood (south) side.
- Build a pedestrian bridge west of Union Station to allow pedestrians to cross the interstate between Walker and Robinson. The bridge will be 40 to 60 feet wide and will be landscaped to provide a walking trail atmosphere.

Acquire additional right-of-way bordered by Robinson, Walker, S.W. 9th and S.W. 10th to provide a park for the Riverside neighborhood. This will include construction of a greenbelt and soccer fields for neighborhood use.

**Locations of Document
I-40 Crosstown Expressway
Draft Environmental Impact Statement**

ODOT Central Office
200 Northeast 21st Street
Oklahoma City, OK 73105

**Greater Oklahoma City
Chamber of Commerce
(Downtown)**
123 Park Avenue
Oklahoma City, OK 73102

**South Oklahoma City
Chamber of Commerce**
701 Southwest 74th Street
Oklahoma City, OK 73139

**Neighborhood Services
Organization**
431 Southwest 11th Street
Oklahoma City, OK 73109

**Association of Central
Oklahoma Governments
(ACOG) (Bricktown)**
21 East Main Street
Oklahoma City, OK 73104

**Latino Community
Development Agency**
420 Southwest 10th Street
Oklahoma City, OK 73109

**Oklahoma County
Courthouse**
320 Robert S. Kerr Avenue
Oklahoma City, OK 73102

Oklahoma City Clerks Office
200 North Walker Avenue
Oklahoma City, OK 73102

**Capitol Hill Main Street
(Union Bank Building)**
312 West Commerce Street
Oklahoma City, OK 73109

**Locations of Document
I-40 Crosstown Expressway
Draft Environmental Impact Statement**

Oklahoma Department of Libraries

200 N.E. 18th Street
Oklahoma City, OK 73105
(405) 521-2502

Belle Isle Library

5501 N. Villa
Oklahoma City, OK 73112
Ph. 843-9601

Bethany Library

3510 N. Mueller
Bethany, OK 73008
Ph. 789-8363

Capitol Hill Library

334 SW 26
Oklahoma City, OK 73109
Ph. 634-6308

Choctaw Library

14385 NE 23
Choctaw, OK 73020
Ph. 390-8418

Del City Library

4509 SE 15
Del City, OK 73115
Ph. 672-1377

Downtown Library

131 Dean A. McGee Avenue
Oklahoma City, OK 73102
Ph. 231-8650

Edmond Library

840 W. Danforth
Edmond, OK 73003
Ph. 341-9282

Midwest City Library

8143 E. Reno
Midwest City, OK 73110
Ph. 732-4828

Ralph Ellison Library

2000 NE 23
Oklahoma City, OK 73111
Ph. 424-1437

Southern Oaks Library

6900 S. Walker
Oklahoma City, OK 73139
Ph. 631-4468

The Village Library

10307 N. Penn
The Village, OK 73159
Ph. 755-0710

Warr Acres Library

5901 NW 63
Warr Acres, OK 73132
Ph. 721-2616

Drexel Library

NW 16th and Drexel
Oklahoma City, OK 73107
Ph. 943-9149

Harrah Library

1930 N. Church Avenue
Harrah, OK 73045
Ph. 454-2001

Jones Library

110 E. Main
Jones, OK 73049
Ph. 399-5471

Luther Library

115 S. Main
Luther, OK 73054
Ph. 277-9967

Nicoma Park Library

2240 Overholser
Nicoma Park, OK 73066
Ph. 769-9452

Spencer Library

8310 1/2 NE 36
Spencer, OK 73084
Ph. 771-4031

Wright Library (WR)

2101 Exchange
Oklahoma City, OK 73108
Ph. 235-5035

**Locations of Document
I-40 Crosstown Expressway
Draft Environmental Impact Statement**

Linscheid Library

East Central University
Ada, OK 74820
(580) 332-8000, ext 369

J. W. Martin Library

Northwestern Oklahoma State University
Alva, OK 73717
(580) 327-1700

Bartlesville Public Library

600 S. Johnstone
Bartlesville, OK 74003
(918) 337-5334

Nash Library

University of Science & Arts of Oklahoma
1901 S. 17th Street
Chickasha, OK 73018
(405) 574-1262

Clinton Public Library

721 Frisco
Clinton, OK 73601
(580) 323-2165

H.G. Bennett Memorial Library

Southeastern Oklahoma State University
Durant, OK 74701
(580) 924-0121

Max Chambers Library

University of Central Oklahoma
100 N. University Drive
Edmond, OK 73060-0192
(405) 974-5156

Al Harris Library

Southwestern Oklahoma State University
Weatherford, OK 73096
(580) 774-3031

**Public Library of Enid & Garfield
County**

120 West Maine
Enid, OK 73701
(580) 234-6313

Lawton Public Library

110 S.W. Fourth
Lawton, OK 73501
(580) 581-3450

McAlester Public Library

401 N. Second
McAlester, OK 74501
(918) 426-0930

Bizzell Memorial Library

University of Oklahoma
401 W. Brooks
Norman, OK 73019
(405) 325-3141

Metropolitan Library System

334 S.W. 26th Street
Oklahoma City, OK 73109
(405) 631-1149

Edmon Low Library

Oklahoma State University
Stillwater, OK 74074
(405) 744-6546

John Vaughan Library

Northeastern State University
Tahlequah, OK 74464
(918) 456-5511, ext 3246

Tulsa City/County Library System

400 Civic Center
Tulsa, OK 74103
(918) 596-7946

McFarlin Library

University of Tulsa
2933 E. 6th Street
Tulsa, OK 74104-3123
(918) 631-2874

I-40 Crosstown Expressway Major Investment Study

Alternate D

- Constructed in railroad corridor five blocks south of existing alignment
- Either on the ground or semi-depressed the entire length
- Boulevard (6 lane) in place of existing alignment
- Combined with the boulevard can carry the most traffic
- Multiple access choices to downtown
- Full interchange at Shields Boulevard
- Direct access to Bricktown via boulevard
- Minimal disruption to existing I-40 or downtown during construction
- Easy to construct in stages (similar to Hefner Parkway)
- Possible impacts to the Riverside neighborhood (12 residences)

Length 20,900 feet
(from I-235 to May Avenue) 3.96 miles

Residential Displacements 29 (23 minority)

Commercial and Non-profit Displacements 43

Number of Employees Displaced 290 (95 minority)

Right of Way & Relocation Cost \$ 54 million
Construction Cost \$ 182 million
Total Cost \$ 236 million

User Costs and Benefits

Construction Time 5 years
***User Costs due to Construction \$ 45 million (cost)**
****User Benefits after Construction + \$ 80 million (benefit)**
Net Total User Cost over 30 years + \$ 35 million (benefit)

* The majority of these costs are due to the time drivers will be delayed in traffic during construction.

** These benefits are a result of travel time savings over 30 years to the driver after construction is complete as compared to the existing I-40 facility.

November 1998

Pedestrian Bridge and Greenway Link Over Interstate 40



Source: Interstate 40 Relocation Land Use and Mitigation Plan

Retaining Wall Elevation and Wall Perspective



Source: Interstate 40 Relocation Land Use and Mitigation Plan





Existing Conditions



Proposed Interstate 40 (Alternative D)

