

I-40 CROSSTOWN EXPRESSWAY NEWS

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I-40 CROSSTOWN EXPRESSWAY STUDY CONTINUES

The Oklahoma Department of Transportation (ODOT) study of the I-40 corridor through downtown Oklahoma City is continuing in high gear. This combined Major Investment Study (MIS) and Environmental Impact Statement (EIS) is aimed at providing solutions to the existing and long-term transportation needs of the area.

COMMUNITY AND BUSINESS LEADERS ARE INVOLVED

A second series of meetings was held on June 11, 1996 to review the status of the study and to provide input to the ODOT staff and the consultant team. The Citizen Advisory Committee (CAC), composed of community, business, environmental and neighborhood leaders, and the Technical Advisory Committee (TAC), composed of representatives of governmental agencies and others with professional expertise, met to consider study findings to date. MacArthur Associated Consultants, Ltd., and Parsons Brinckerhoff are the lead firms for the consulting team.

In addition to the above meetings, the members of the consultant team have met or spoken with a number of stakeholders in the study area. These groups include: Oklahoma Gas & Electric (OG & E); the Union Pacific, Santa Fe and Burlington Northern Railroads; the United States Postal Service; the City Rescue Mission; the Producers Coop Mill; the Salvation Army and Oklahoma City MAPS. As additional interests are identified, they will be contacted and added to the list.

MAJOR ALTERNATIVE INVESTMENT STRATEGIES IDENTIFIED

In addition to collecting relevant information, ODOT has identified a number of different alternatives that will undergo a screening and evaluation process. These alternative strategies are:

No Build Alternative - the highway remains as it is, with the necessary maintenance to preserve it for the next 20 years

TSM (Transportation Systems Management) - manages traffic by reducing single occupant vehicle use, adding high occupancy vehicle (HOV) lanes, flexible employment times, coordination with the Transportation Link, using an Intelligent Transportation System (ITS) that provides information to motorists, and pedestrian and bicycle improvements

Construction Alternatives - Six different construction alternatives are being evaluated (See Map on page 3). There are some slight variations to these alternatives that will also be considered. These alternatives are described as follows:

- **Alternative A** - Relocate I-40 North of the present highway
- **Alternative B** - Build Alternative Existing Alignment
Construct a parallel "twin" structure immediately south of the existing roadway and upgrade the existing road.
- **Alternative C** - New Alignment 300 feet to the south
Construct a new road approximately 300 feet south of the existing alignment
- **Alternative D** - New Alignment 1200 feet to the south
Construct a new road approximately 1200 feet south of the existing alignment
- **Alternative E** - New Alignment 2200 feet to the south
Construct a new road approximately 2200 feet south of the existing alignment

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- **Alternative F** - New Alignment 3300 feet to the south
Construct a new road approximately 3300 feet south of the existing alignment
- **Alternative G** - New Alignment Along River
Construct a new road along north bank of the Canadian River

POSSIBLE DESIGN ELEMENTS

There are five different design formats that could be used in constructing a new road.

- Depressed Section - the road would be depressed below grade level
- Elevated Section - the road would be elevated above grade level
- At Grade Section - the road would be at grade level
- Partially Depressed and Elevated Sections - the road would be a combination of the above formats

WE WANT TO HEAR FROM YOU

If you have any suggestions for alternate routes to be considered, please send them to David Streb P.E., Planning Division, ODOT, 200 N.E. 21st Street, Oklahoma City, OK 73105-3204. (405) 521-6916

ENVIRONMENTAL INFORMATION

The National Environmental Policy Act (NEPA) of 1969, as amended, is federal legislation that established the national policies and goals for the protection of the environment. It also provided a process to guarantee adequate consideration of the significant social, economic, and environmental impacts of a proposed action before its implementation.

The Environmental Impact Statement required in the NEPA process provides the documentation of the analyses which avoid, minimize, and/or mitigate the significant impacts to the environment.

Preliminary studies of the I-40 Corridor identify the following major issues as having potential impacts.

- Historical Resources - Several historic districts and specific sites have been identified within the study boundary. Additional analyses will determine specific impact.
- Hazardous Waste - The presence of hazardous material/waste of some form is possible within the limits of the study area.
- Land Use - A mix of current and possible future land uses, including parkland, will be addressed.
- Social Impact including environmental justice - The impact to minority and low income populations, because of the population mix in the area, will be addressed.
- Relocation Impact - The displacement of residents and businesses resulting from the selection of any new alignment requiring the acquisition of additional right-of-way must be considered.

Other major issues to be included in the EIS are Air and Water Quality; Noise, Construction, and Visual Impacts.

Upon the identification of alignments and alternatives derived from the MIS process, specific impacts (beneficial and adverse) to the environment will be determined. An evaluation of the alternatives will be based upon environmental, social, economic, and engineering factors. Alternatives will be ranked based on their environmental impact on the local area. The Preferred Alternative will result from the public involvement process, impact analyses, and ODOT decision-making.

NEXT PUBLIC MEETING: August 6, Myriad Convention Center 7 PM

The community is invited to the second public meeting of the I-40 Crosstown Expressway Study. The meeting will take place at the Myriad Convention Center at 7 PM on August 6. There is free parking in the convention center building.

The CAC and TAC will meet earlier in the day at the Central Oklahoma Transit & Parking Authority (COTPA) headquarters.

HOT LINE

The I-40 Hot Line is 405-848-1440. This line is available 24 hours a day to take your calls regarding the MIS/EIS study.

PROFILE: Meet Project Manager Bob MacArthur

Bob MacArthur, a licensed Professional Engineer and Land Surveyor, has worked professionally in the Oklahoma City area for 34 years. For 14 years he was associated with a local architectural/ engineering firm, working throughout Oklahoma and much of the Southern United States. In 1976 he established MacArthur Associated Consultants Ltd., a general civil engineering firm specializing in transportation-related planning and design. As the CEO of the company, he leads the team of several consulting firms that are conducting the I-40 Crosstown Expressway MIS/EIS for the ODOT.

Bob grew up in Iowa and attended Iowa State University. He received a B.S. in Civil Engineering from South Dakota State University in 1962. Later, as a rated Navigator in the U.S. Air Force, he spent 12

years with the Oklahoma Air National Guard at Will Rogers World Airport.

Bob is past President of The Consulting Engineers Council of Oklahoma and The Oklahoma City Section of the American Society of Civil Engineers.

Residents of Oklahoma City, Bob and his wife Beverly have two sons. He enjoys spectator sports, swimming and says he is now a retired Little League baseball and basketball coach.



GLOSSARY

HOV Lane - high occupancy vehicle lane; traffic lanes for vehicles carrying more than one person

TSM - Transportation System Management (See text)

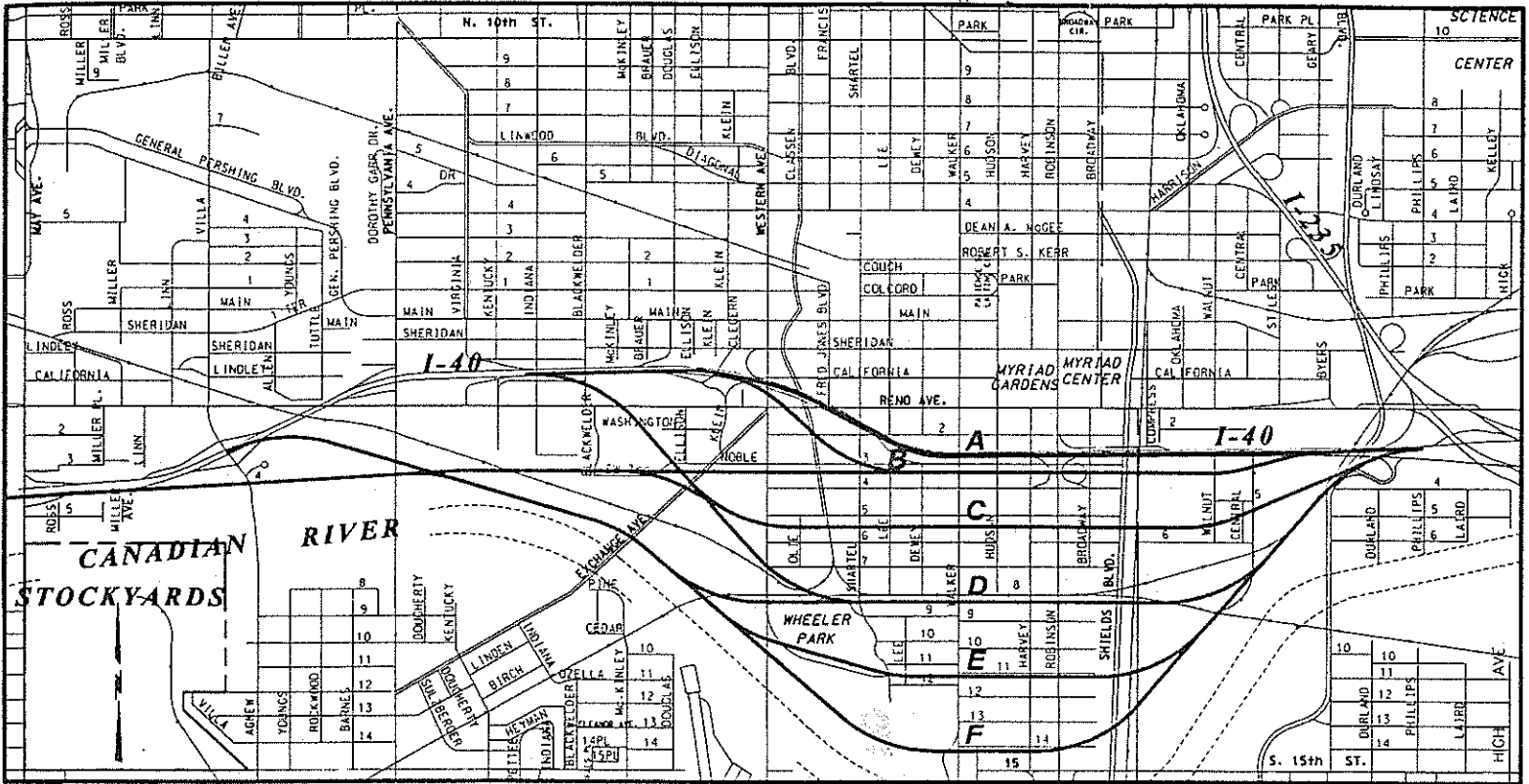
NEPA - National Environmental Policy Act (See text)

Stakeholders - individuals or groups who have an interest in the outcome of the project

NAME:	
ADDRESS:	
CITY:	STATE:
ZIP CODE:	
PHONE#	

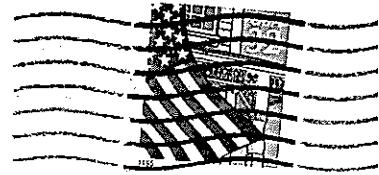
To add your name to the mailing list, complete this form and mail to:

David Streb P.E., Planning Division
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200 N.E. 21st Street
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Telephone: 405/521-6916



**PRELIMINARY LONG LIST
OF ALTERNATIVES ~ I-40 OKC, OK**

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 200 NE 21st Street
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**I-40 Crosstown Expressway
 EIS/MIS**

Mr. J. Blake Wade
 State Historic Preservation Officer
 Oklahoma Historical Society
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