



## 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.

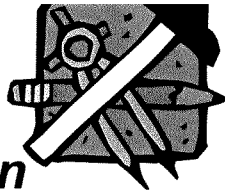
Alternate D, the locally preferred alternate, envisions the Crosstown itself as a 10-lane, at grade or slightly below grade facility with express lanes, easy access to downtown and the capacity to handle 70 mph traffic.

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
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## 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.

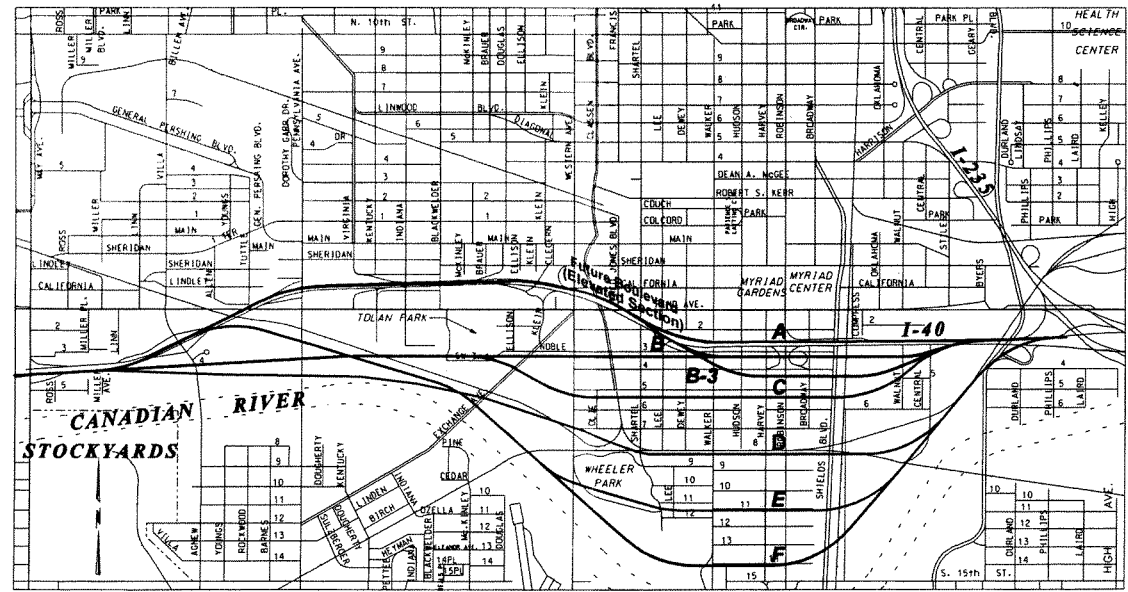
**February '01:** Public Hearing on Draft Environmental Impact Statement.

## 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 has been carried out to provide the best possible solution with the maximum input from the public and other interested parties.



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

## 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.



## **I-40 Crosstown Impact Statement Finished**

FOR IMMEDIATE RELEASE

February 1, 2002

PR# 02-007

*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) is inviting the public to view the completed version of the Final Environmental Impact Statement (FEIS) for the proposed reconstruction of the I-40 Crosstown Expressway.

Over the last year, Department officials have been working to identify issues that were raised during a public comment period held on the document's draft and to make certain all issues were addressed.

The FEIS is available for public viewing at various locations across the state through mid March. Comments may be mailed to the Planning Engineer, Oklahoma Department of Transportation, 200 NE 21<sup>st</sup> Street, Oklahoma City, Oklahoma 73105.

Also, individual copies of the FEIS are being distributed to Federal agency partners as well as everyone who commented on the proposed reconstruction so that they can learn how ODOT responded to local comments.

The document describes the considerations for reconstruction of the I-40 Crosstown Expressway, from the downtown I-235/I-35 interchange west to Meridian Avenue. The examination of social, economic, and environmental effects allows for obtaining a "preferred" alternative over the past years.

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 impact to the affected areas.

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 multitude of different alignments. Alternate D, the preferred selection, is about five blocks south of the present Crosstown along an existing transportation corridor. Additional enhancement features are planned for inclusion that will benefit the community including a park, pedestrian bridge, and sound wall.

In April, ODOT anticipates FHWA's Record of Decision which would allow ODOT to proceed with design, right-of-way acquisition and eventual construction of the project.

Editors: Please see attached list of viewing locations

**Public Hearing Slated on  
I-40 Crosstown Improvements**

February 20, 2001  
PR# 01-021

*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) invites public comment on proposed improvements to the I-40 Crosstown Expressway.

In the past, the public's participation began at this phase of the planning process. However, the I-40 Crosstown project is unique in that public involvement has been a strong focal point throughout the five-year examination of the overall project and its impact on the community.

A come-and-go, open house forum is scheduled for the public to share input on the proposed improvements and learn more about special features planned to benefit the Riverside neighborhood community including a retaining wall, pedestrian bridge, and neighborhood park.

**Public Hearing / I-40 Crosstown Improvements**

**Tuesday, February 27**

**4:00 p.m. - 8:00 p.m.**

**Myriad Convention Center, Rooms 9 - 12**

Comments from the public meeting will be evaluated before a final approval is granted and ODOT can officially begin the design process. Final approval from FHWA is expected in the next six months.

ODOT and the Federal Highway Administration (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.

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

The public hearing is being held within an official public comment period running from January 17 to March 15. Comments also may be made in writing and mailed to Planning Engineer, ODOT, 200 NE 21<sup>st</sup> Street, Oklahoma City, OK 73105. For more information, call (405)521-6916 or the I-40 Hotline at (405) 848-1440.

# 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)
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Commercial and Non-profit Displacements	43
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Number of Employees Displaced	290 (95 minority)
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Right of Way & Relocation Cost	\$ 54 million
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Construction Cost	<u>\$ 182 million</u>
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<b>Total Cost</b>	<b>\$ 236 million</b>
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### User Costs and Benefits

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