

TIGER Discretionary Grant Recipient

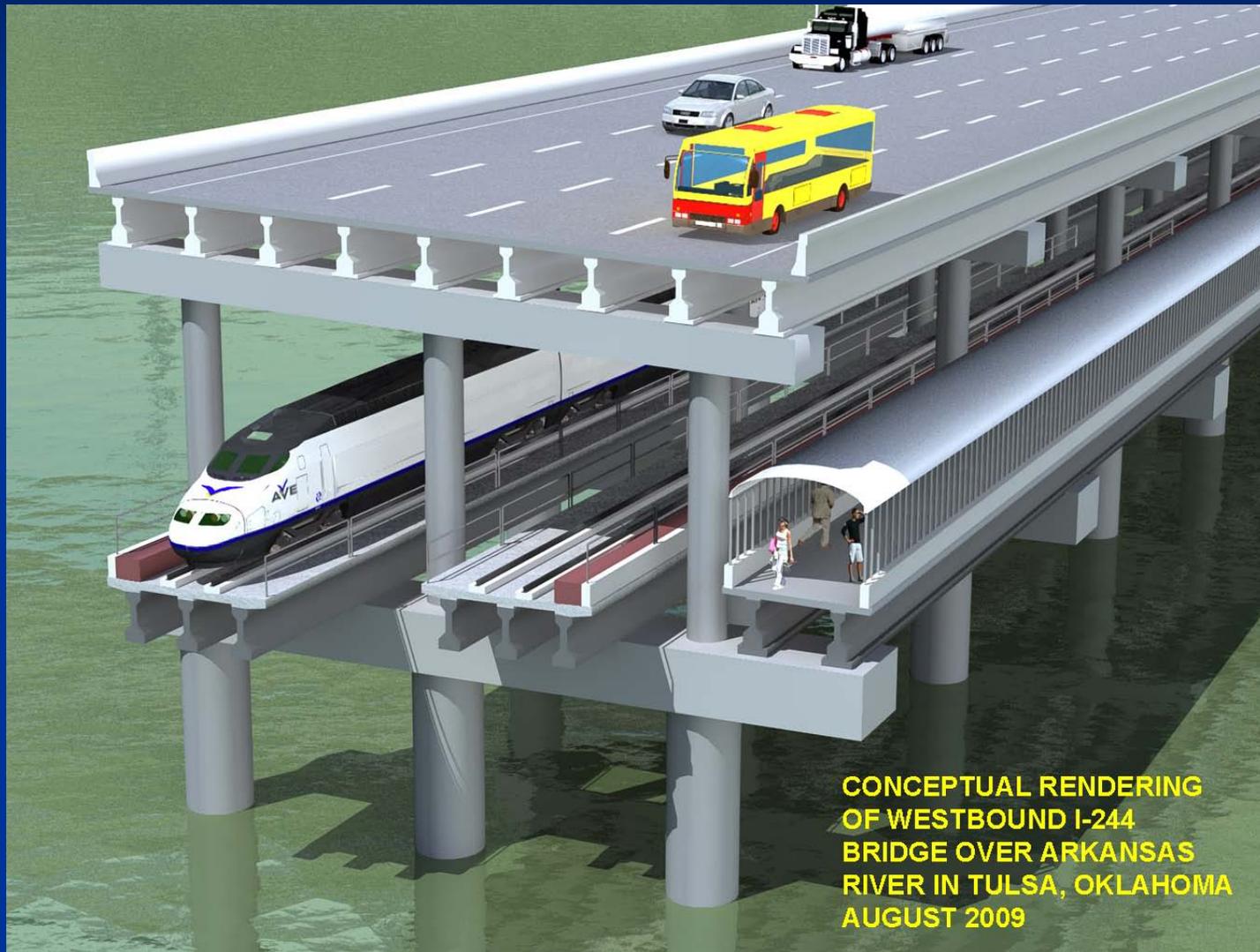
**I-244 Arkansas River
Multi-Modal Bridge**

Tulsa, Oklahoma



I-244 Arkansas River Multi-Modal Bridge

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CONCEPTUAL RENDERING
OF WESTBOUND I-244
BRIDGE OVER ARKANSAS
RIVER IN TULSA, OKLAHOMA
AUGUST 2009

I-244 Arkansas River
Multi-Modal Bridge

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Transportation

Investment

Generating

Economic

Recovery

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Multi-Modal Bridge

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February 2010

ODOT Recipient of
\$49.48 million TDG

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WHAT IS NEPA AND THE ODOT DECISION MAKING PROCESS?

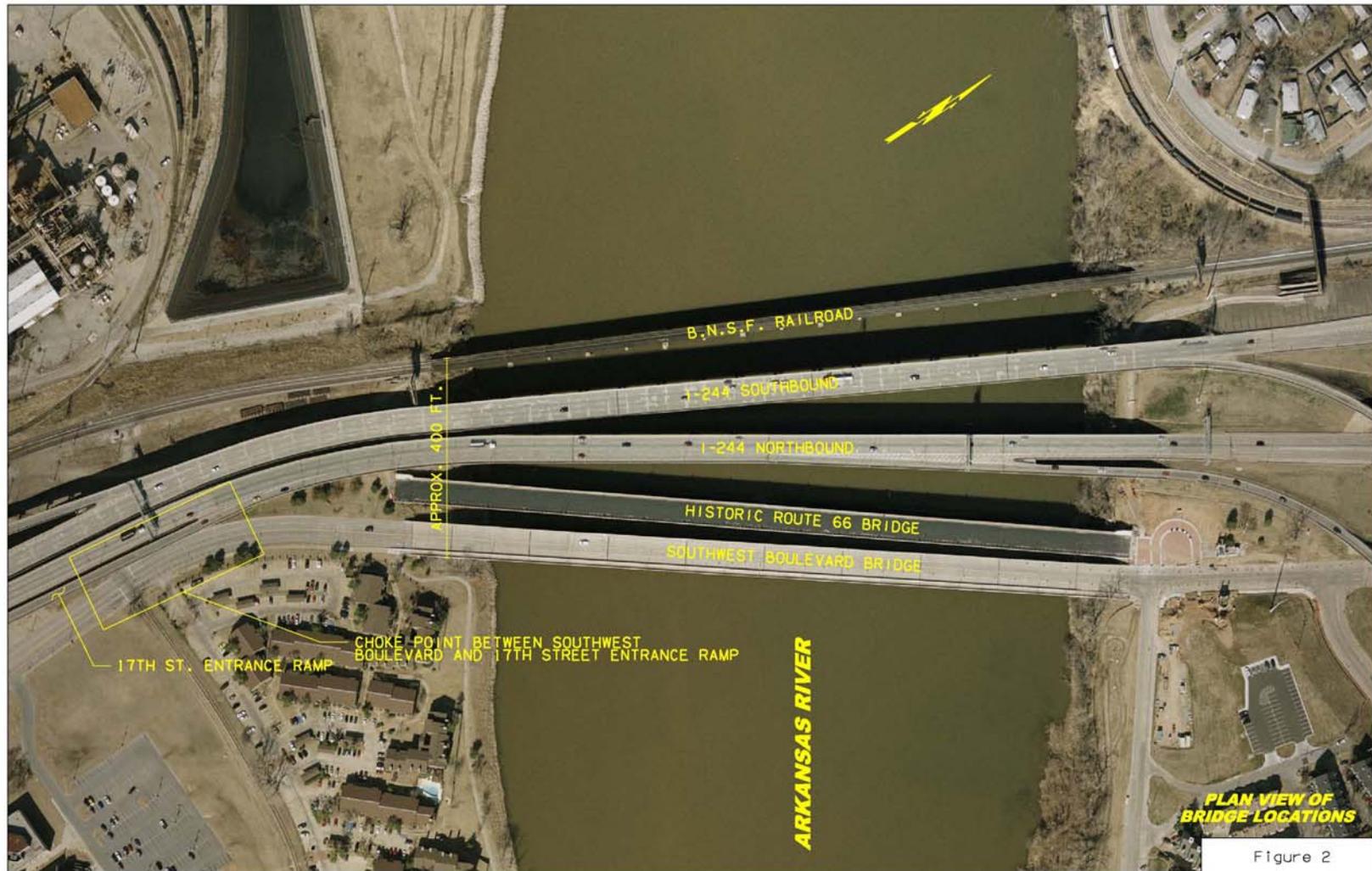
NEPA is an acronym for the Federal Law called the National Environmental Policy Act, enacted in 1969. In order to use federal funds, a decision-making process that balances the social, economic, and environmental concerns must be conducted. Public Involvement and comments are part of the NEPA process. The Department will solicit comments from State, Federal, Tribal, and local agencies, and will continue to coordinate with them as necessary. Data will be collected on potential environmental issues such as noise, wetlands, cultural resources, historic resources, parks, displacements of homes or businesses, etc., to evaluate potential impacts of the proposed improvements. Economic impacts such as construction costs, estimated right-of-way, and utility cost data will also be evaluated. This information is utilized to make sound decisions in transportation improvements.

ITEMS CONSIDERED DURING PROJECT DEVELOPMENT

- Purpose and Need for project
- Alternates
- Affected Environment
- Possible Environmental Consequences:
 - Air Quality Impacts
 - Community Impact Assessment
 - Consideration of Pedestrians and Bicyclists
 - Construction Impacts
 - Cultural Resources and Archeological Sites
 - Economic Impacts
 - Effects on Public Parks, Wildlife, and Waterfowl Refuges and Historic Sites
- Energy
- Environmental Justice
- Farmland Impacts
- Floodplain Issues
- Hazardous Water/Underground Storage Tanks
- Irreversible & Irrecoverable Commitment of resources
- Joint Development
- Land Use Impacts
- Noise Impacts
- Permits
- Relationship of Local Short-Term vs. Long-Term productivity
- Relocation Impacts
- Secondary and Cumulative Impacts
- Social Impacts
- Threatened or Endangered Species
- Visual Impacts
- Wetland Impacts
- Wildlife Impacts
- Comments and Coordination /Public Involvement
 - State / Federal Agencies
 - Local/City Officials
 - Tribal Coordination
 - Interested Citizens
- Engineering Concerns
- Accidents/Safety Concerns

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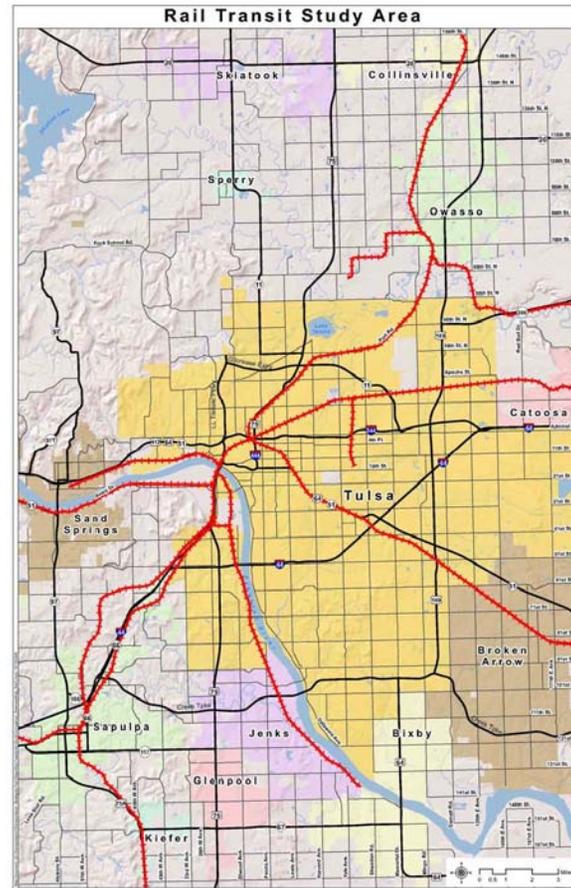
- Oklahoma's First Multi-Modal Bridge that will Accommodate:
 - Interstate Highway
 - HSIPR - High Speed Intercity Passenger Rail
 - LRT - Light Transit Rail (Commuter Rail)
 - Bicycle / Pedestrian
- Summer of 2009 began Application Process

TIGER Grant Application Process

- **Tulsa and INCOG Planning Documents**
 - **Tulsa Transit New System Design (2003)**
 - **INCOG Regional Transportation Plan (2005)**
 - **Destination 2030**
 - **Rail Transit Strategic Plan (2008)**
 - **Which Way Tulsa – PLANiTulsa (2009)**
 - **Tulsa Downtown Area Master Plan**

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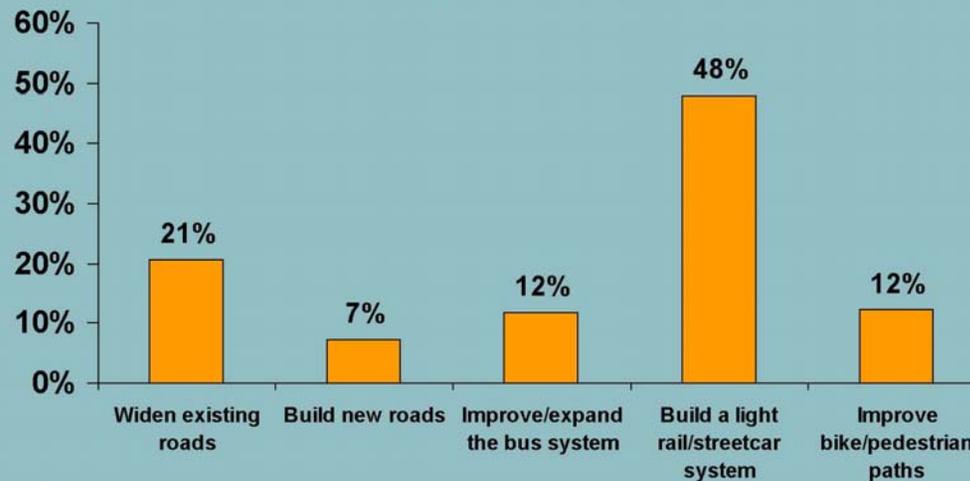
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PLANiTulsa Scenario Survey Responses



There was strong support for light rail and streetcars

What kind of transportation investments are important to you?



Citywide

I-244 Arkansas River Multi-Modal Bridge

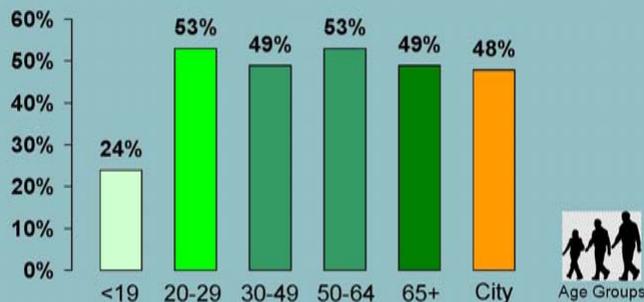
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PLANiTulsa Scenario Survey Responses



Light rail and streetcars received strong support across age groups

Build Light Rail / Streetcar System

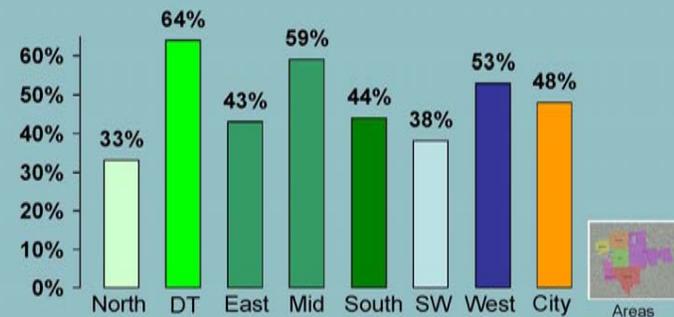


PLANiTulsa Scenario Survey Responses



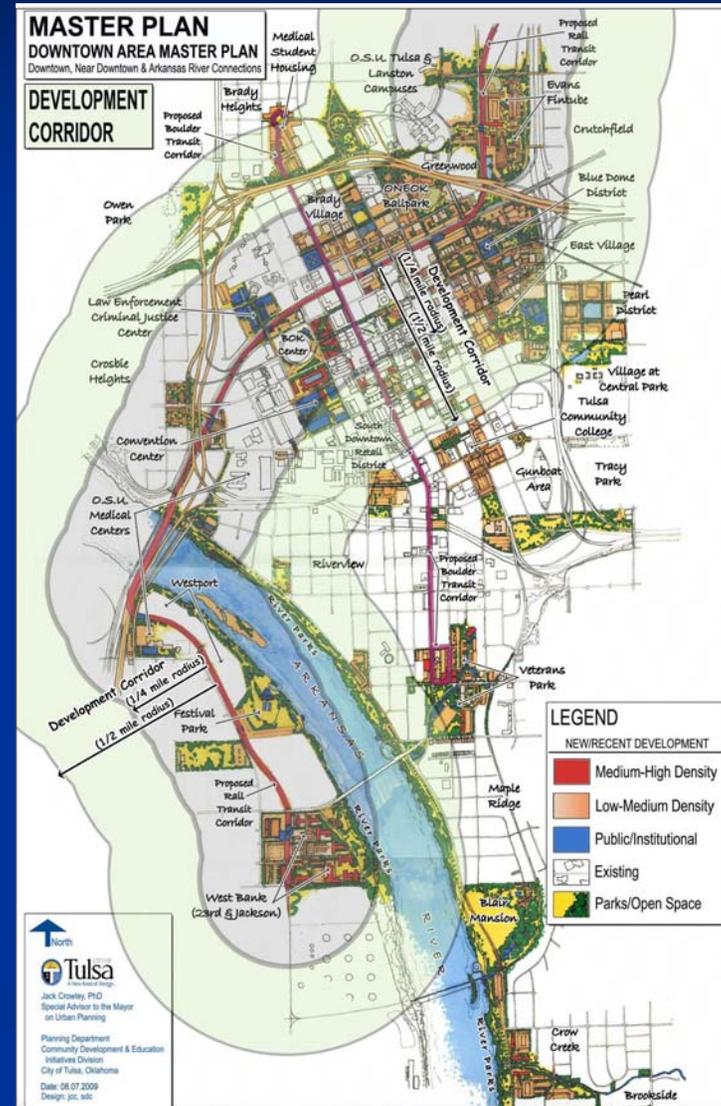
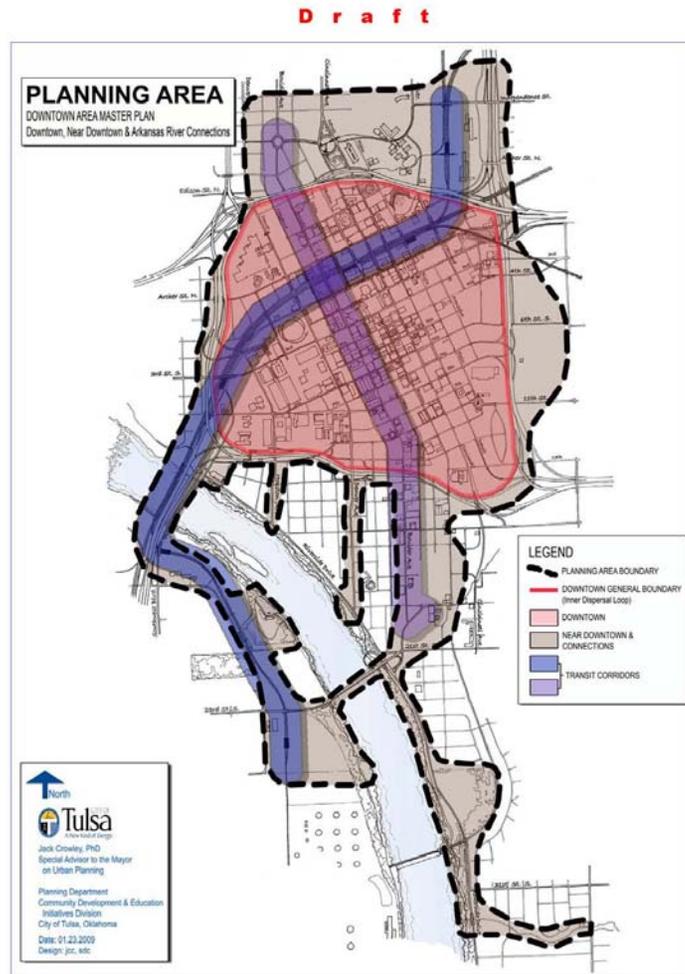
And strong support across different areas of the city

Build Light Rail / Streetcar System



I-244 Arkansas River Multi-Modal Bridge

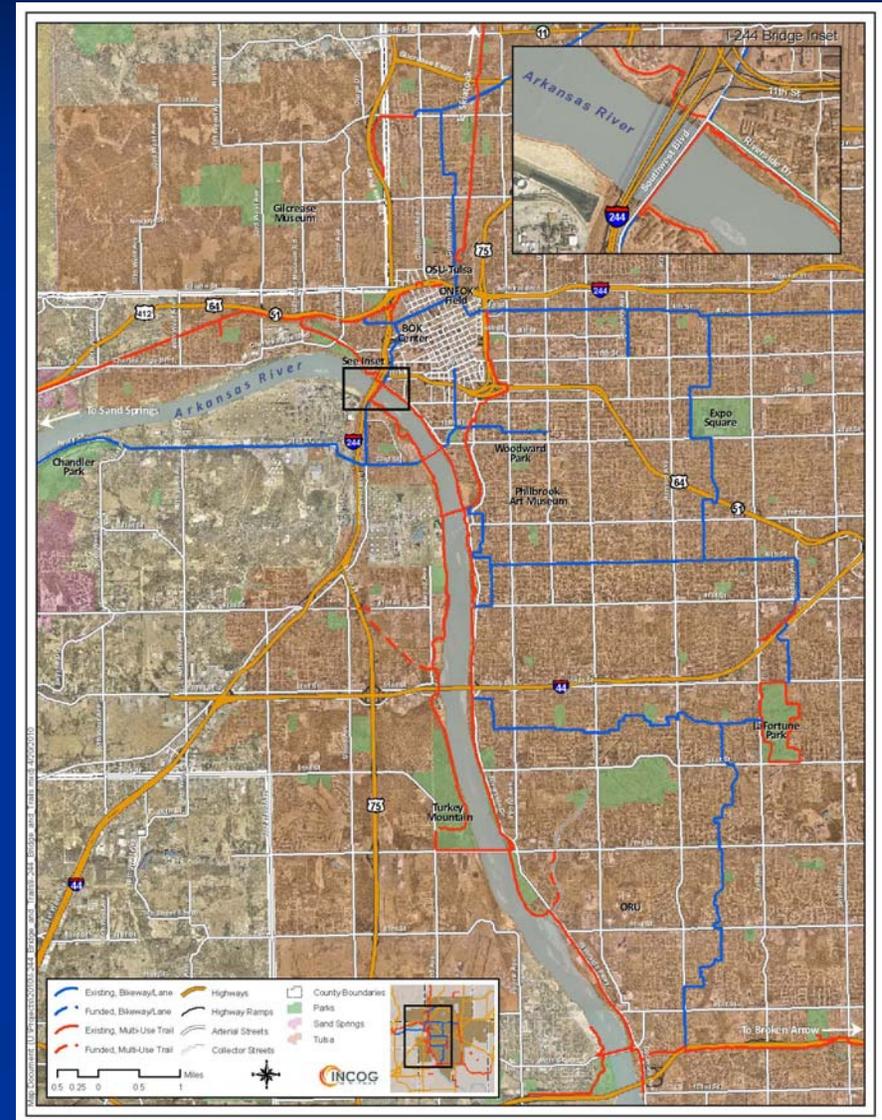
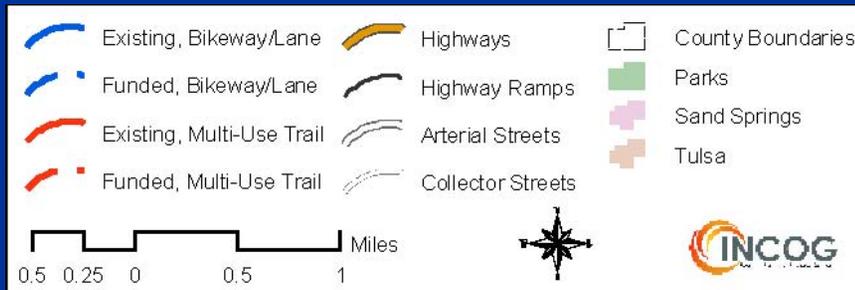
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Regional Trails



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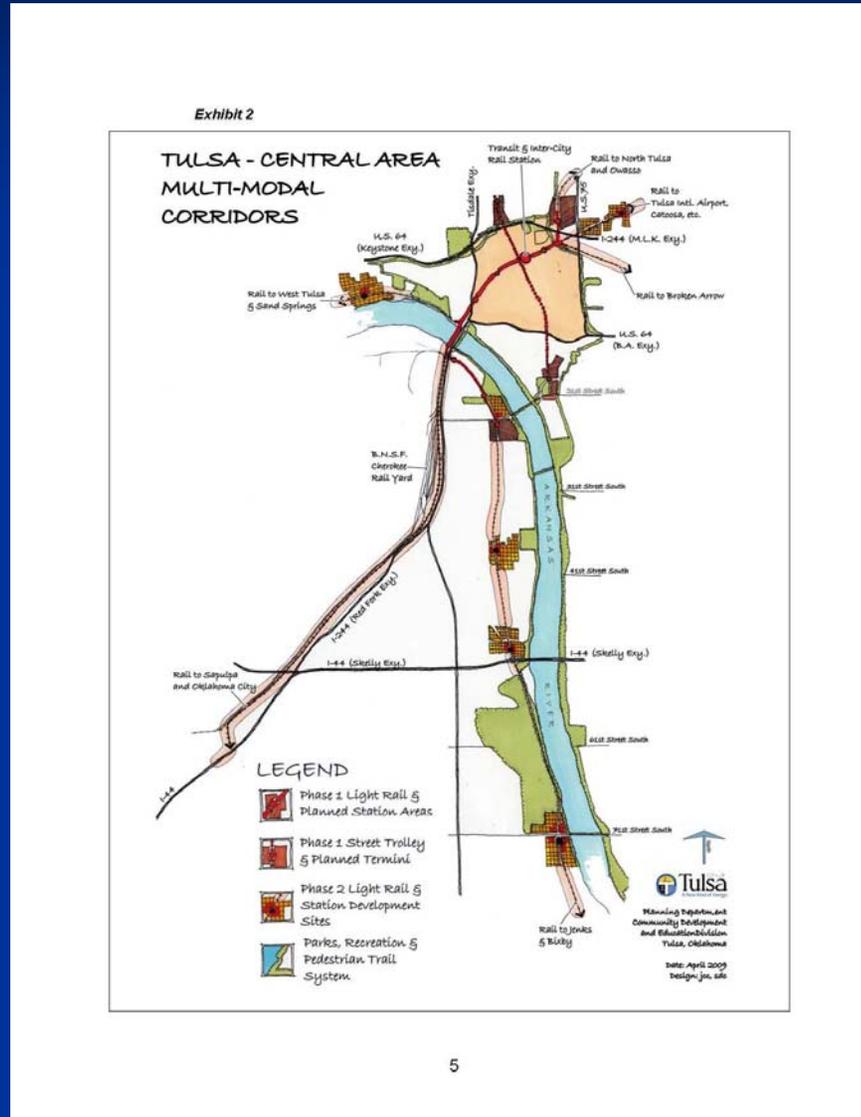
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TIGER Grant Application Process

- Tulsa and INCOG Planning Documents
 - Downtown – Arkansas River Crossing (2009)
 - “I-244 Bundle”

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Exhibit 4

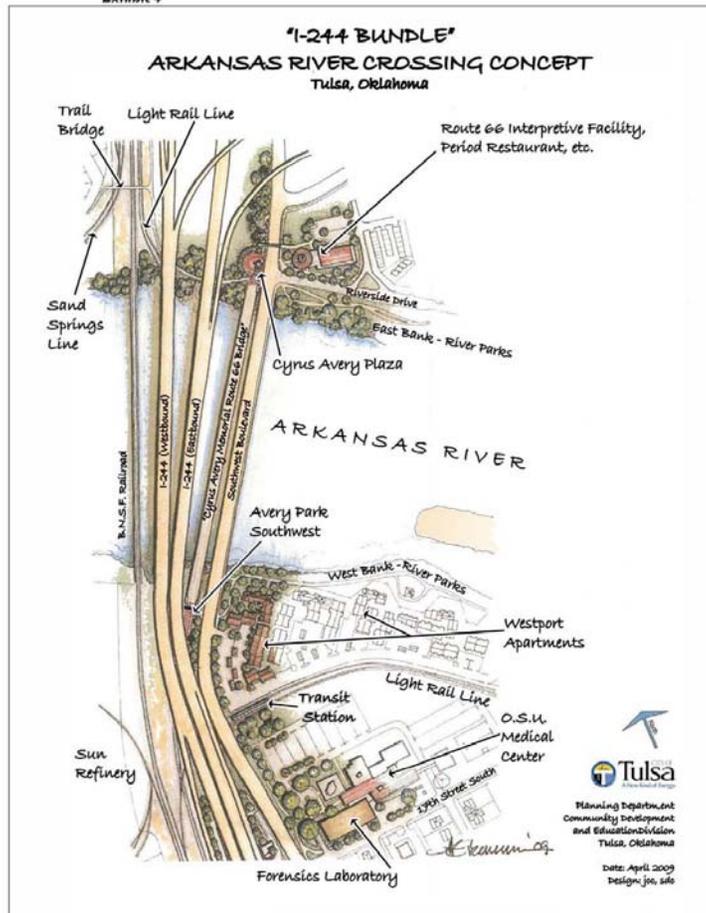
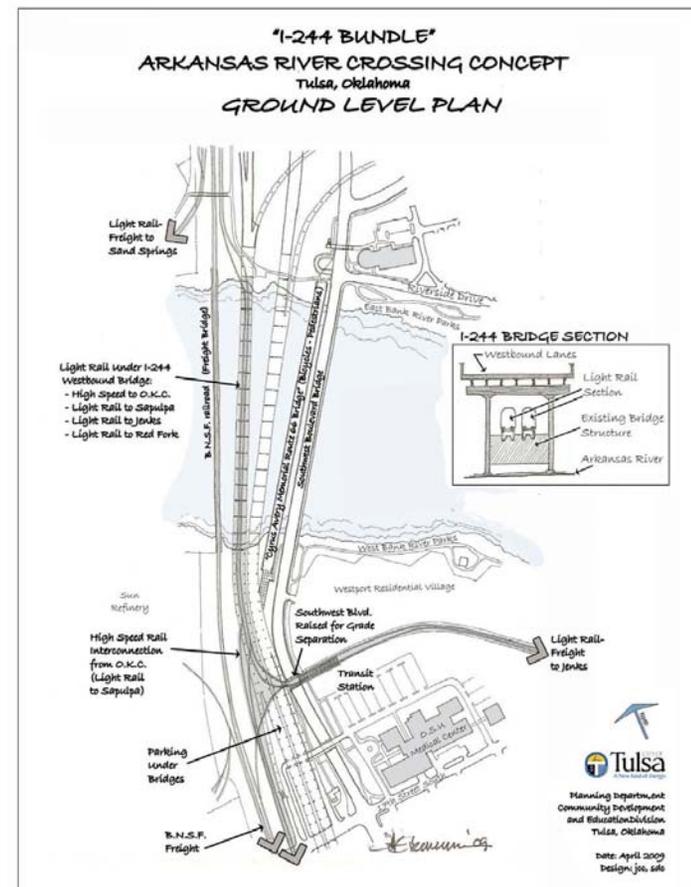


Exhibit 5



I-244 Arkansas River
Multi-Modal Bridge

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TIGER Grant Application Process

- HSIPR Planning Documents
 - Oklahoma Guideway Transportation System Feasibility Study (1989)
 - High Speed Passenger Rail Feasibility Study (2001)
 - HSIPR Environmental Assessment (2009)

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ENVIRONMENTAL CORRIDOR ANALYSIS

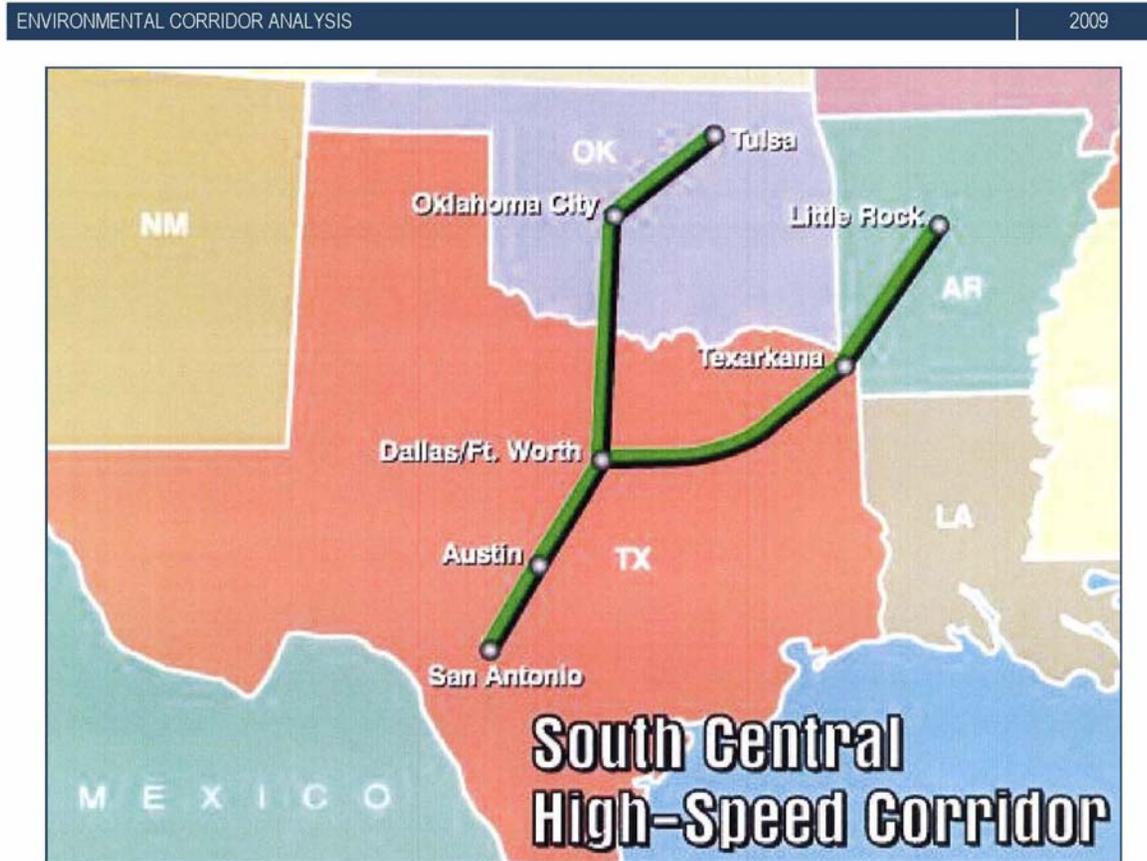
2009

VISION *for* HIGH-SPEED RAIL *in* AMERICA



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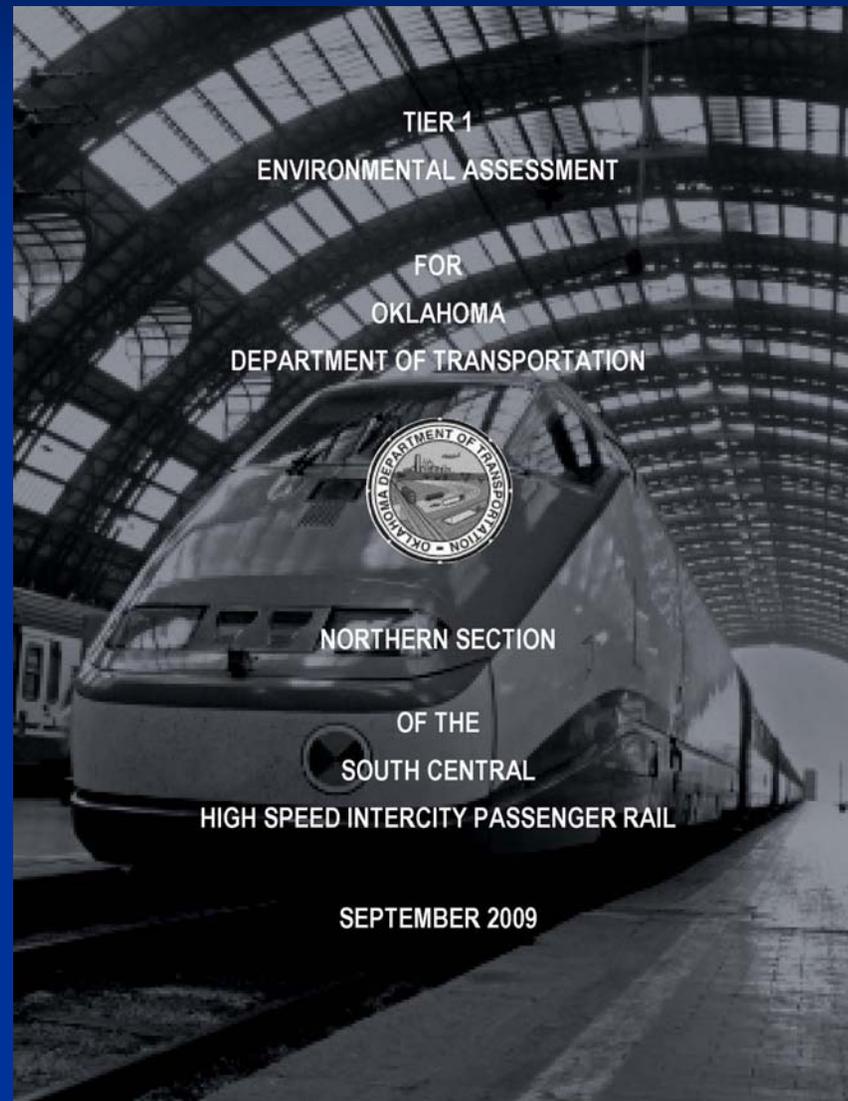
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7 | FIGURE 1.2: SOUTH CENTRAL REGION HIGH SPEED RAIL CORRIDOR

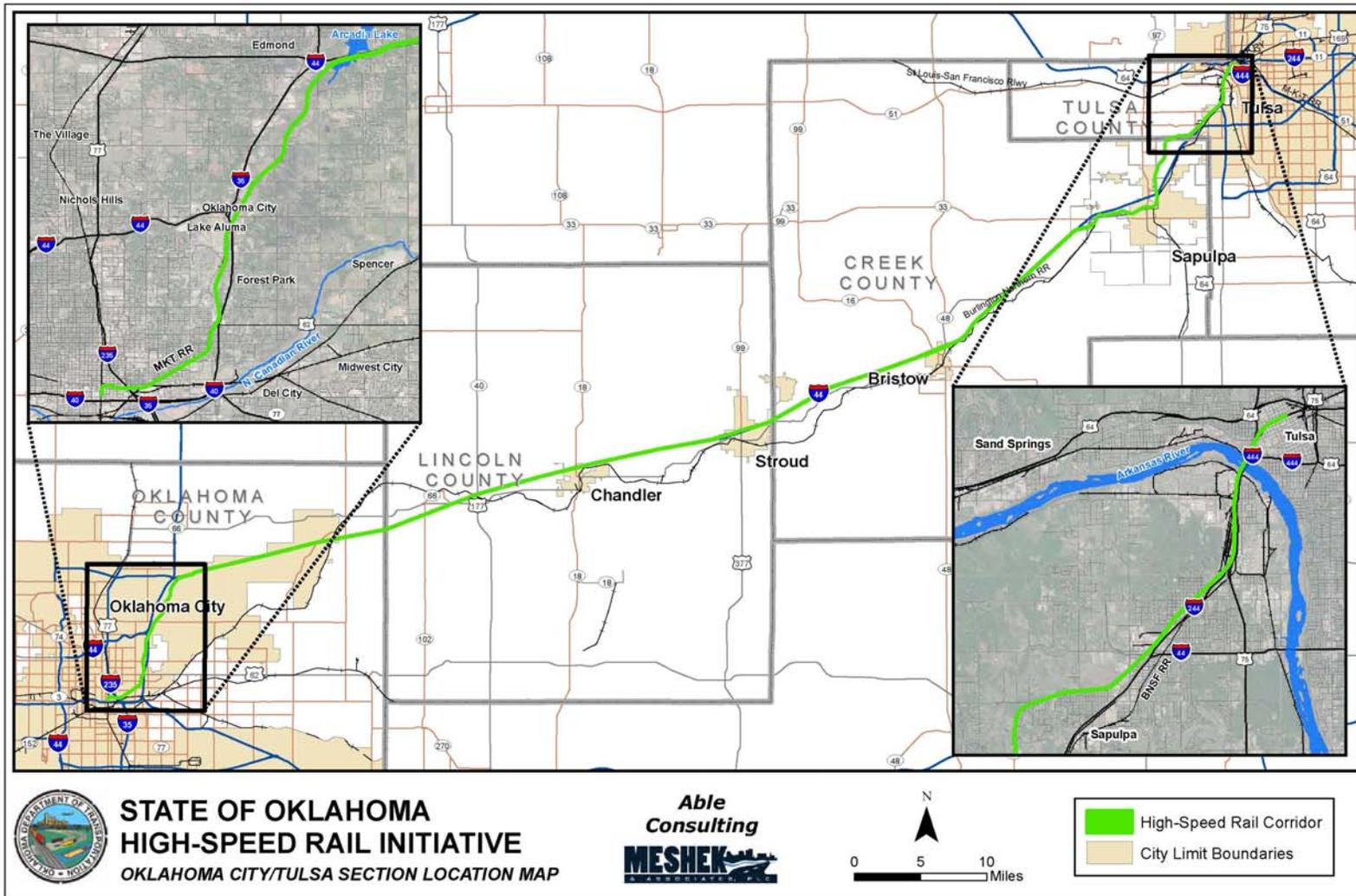
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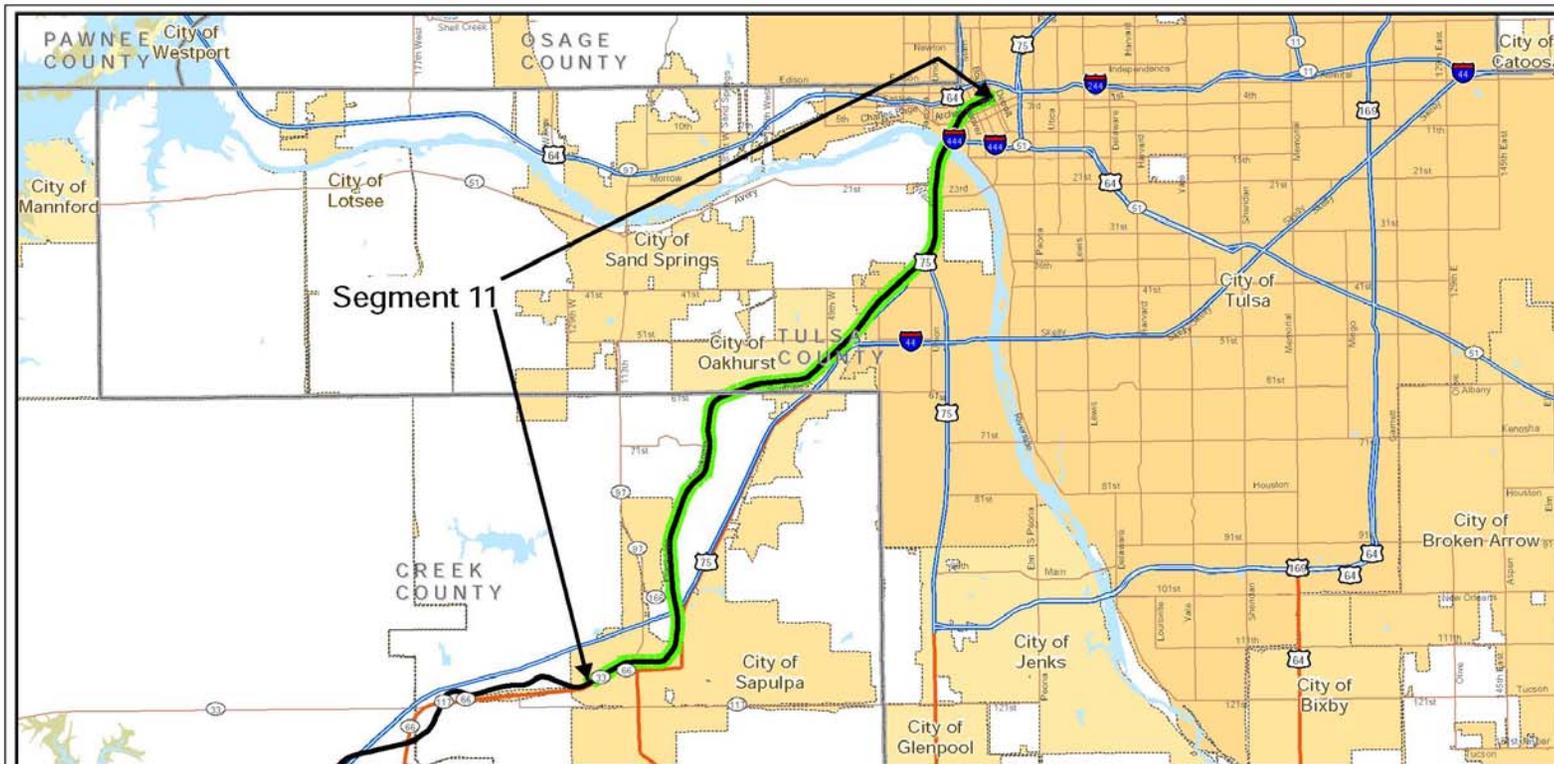
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OKLAHOMA HSIPR INITIATIVE
Oklahoma Portion of South Central High Speed
Intercity Passenger Rail Corridor - September 2009

PROJECT SEGMENT 11 TULSA AND CREEK COUNTY

BNSF Sooner & Madill Subdivision and Cherokee Yard Improvements

Able
Consulting



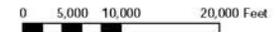
General Vicinity



Legend

- Railway Corridor
- County Boundaries
- ▭ Segment Area

1 inch = 10,000 feet



I-244 Arkansas River
Multi-Modal Bridge

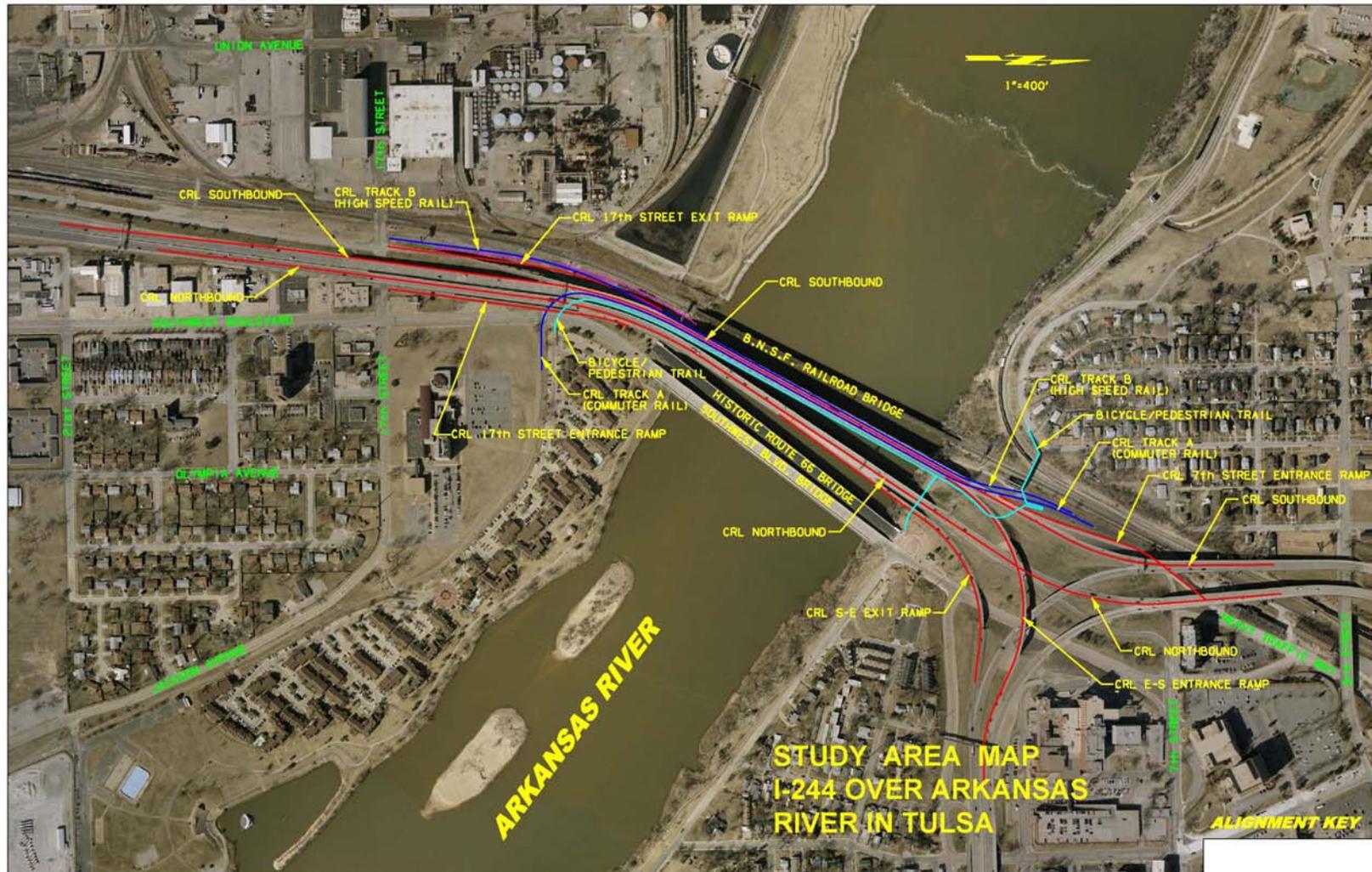
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- Conceptual Design Study
- LRT Track and Bridge Design Report
- Functional Plans

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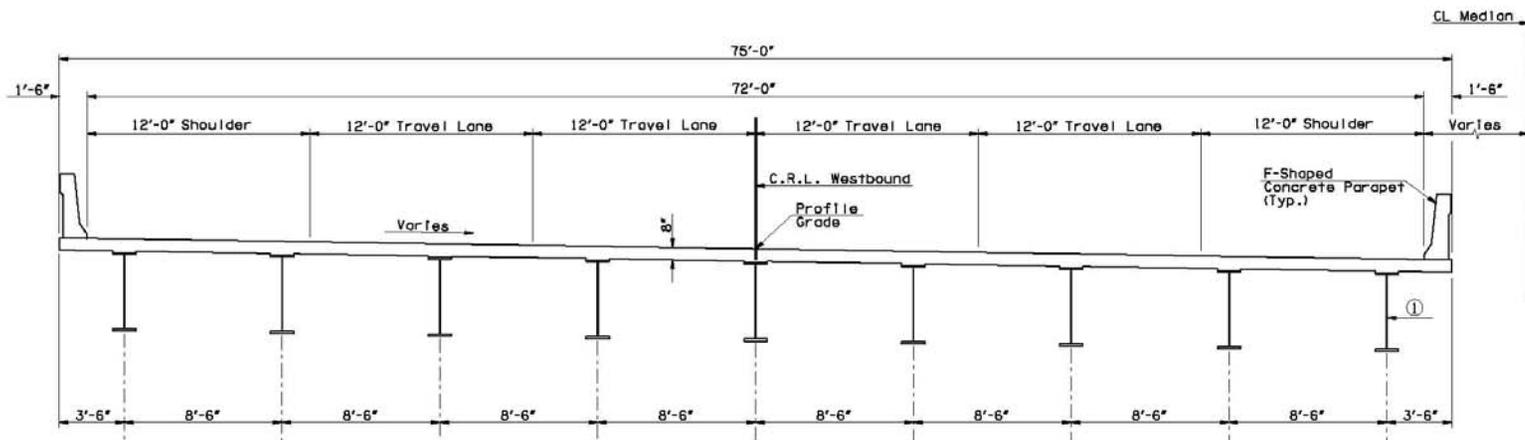


Design Features

- **Same Number of Lanes**
 - 12' Wide Shoulders on Both Sides
- **Capable of Adding Lanes in the Future**
 - Whenever adding Capacity is Warranted
- **Same Entrance and Exit Ramps**
 - 17th Street on the West Side
 - 7th Street on the East Side
 - Connections to the Inner Dispersal Loop

I-244 Arkansas River Multi-Modal Bridge

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TYPICAL SECTION
(Showing 4-Lane Section)

Design Features

- **Construct the Infrastructure Necessary to Accommodate:**
- **HSIPR Rail**
 - Connectivity to Future Track
 - Diesel Engines and Future Electrification
- **LRT Rail**
 - Connectivity to the BNSF Texas Lead Spur Line
 - Typical LRT Vehicles and BUDD Cars

I-244 Arkansas River
Multi-Modal Bridge

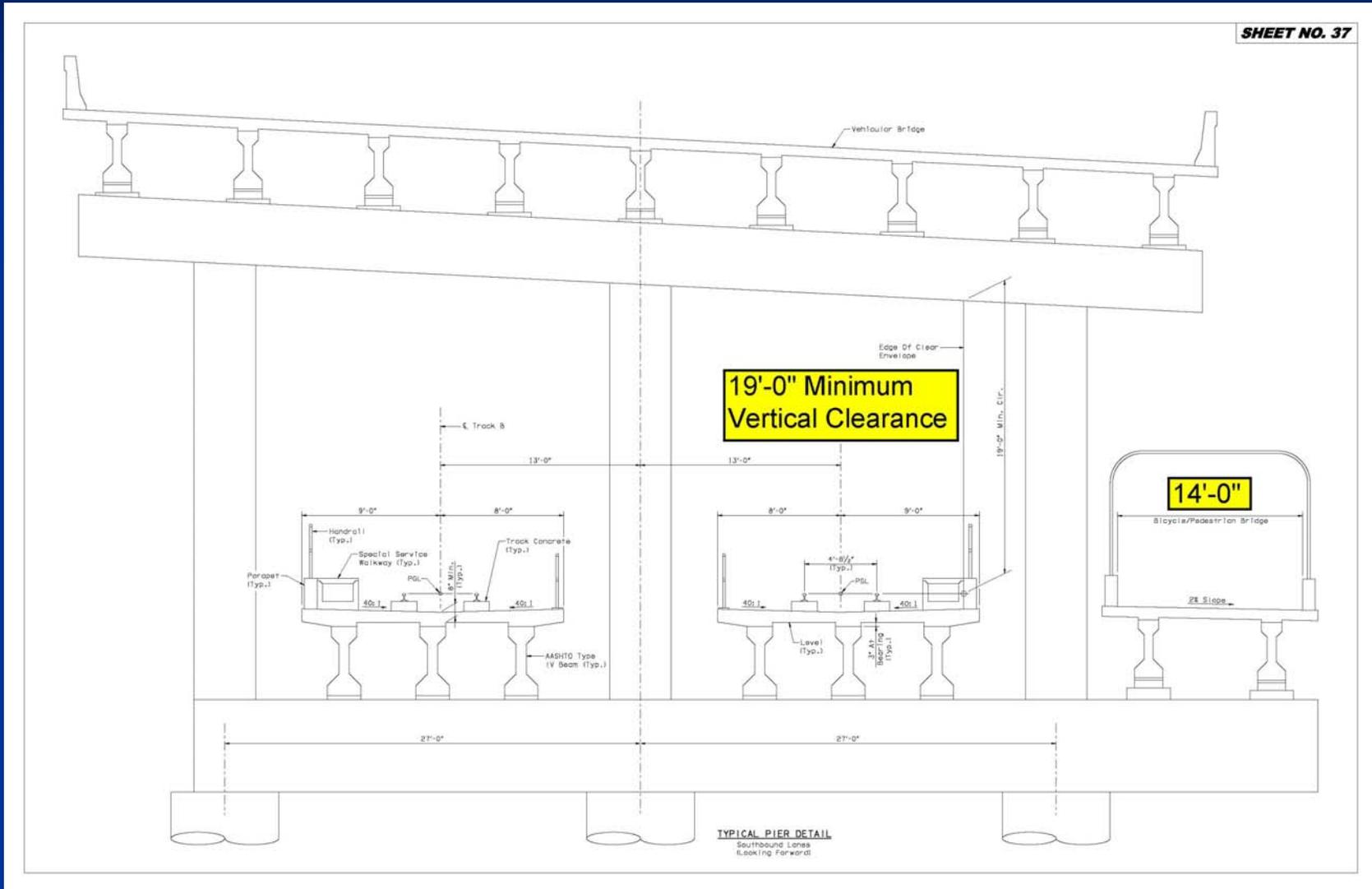
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Design Features

- **Construct the Infrastructure Necessary to Accommodate:**
- **Dedicated Bicycle / Pedestrian Facility**

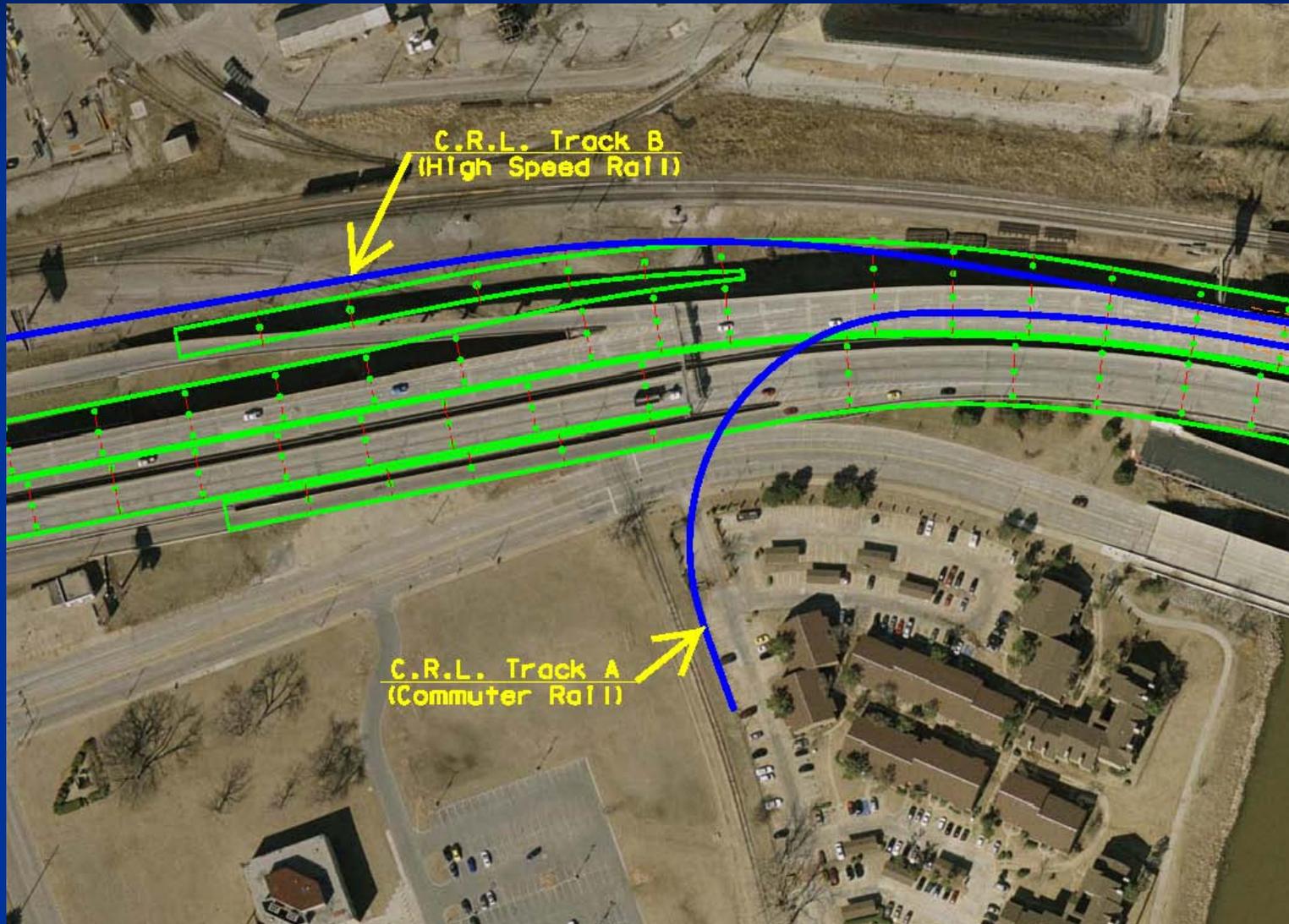
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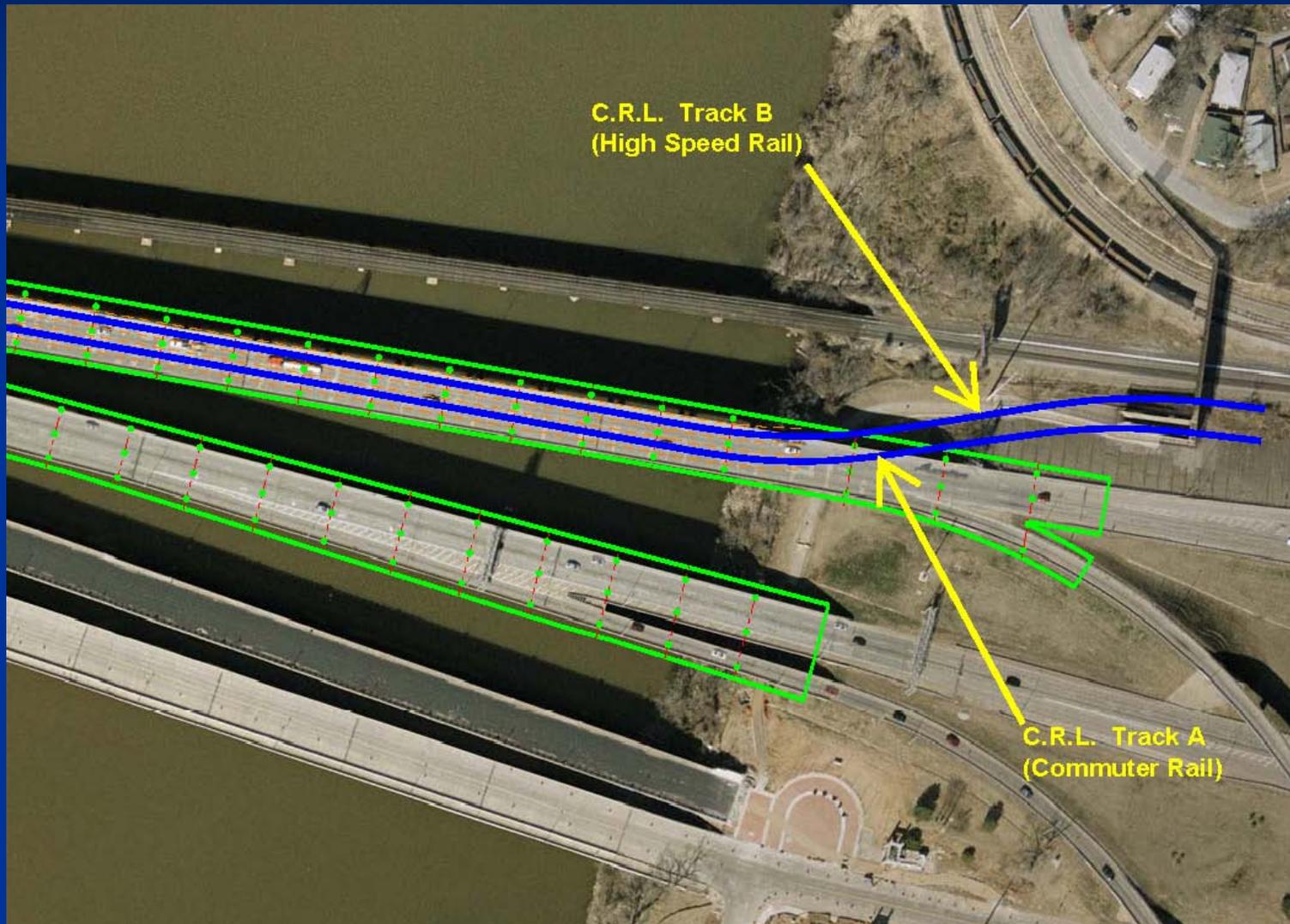
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Construction Sequence

- **2 Lanes Open in Each Direction**
 - At all Times During Construction
- **Close West Bound Bridge**
 - Put Traffic on Existing East Bound Bridge
- **Possible Temporary Ramp Closures**
 - West Bound SH-51 to I-244 Ramps
 - 7th Street to West Bound I-244 On-Ramp
 - West Bound I-244 to 17th Street Off-Ramp
 - 17th Street to East Bound I-244 On-Ramp

I-244 Arkansas River Multi-Modal Bridge

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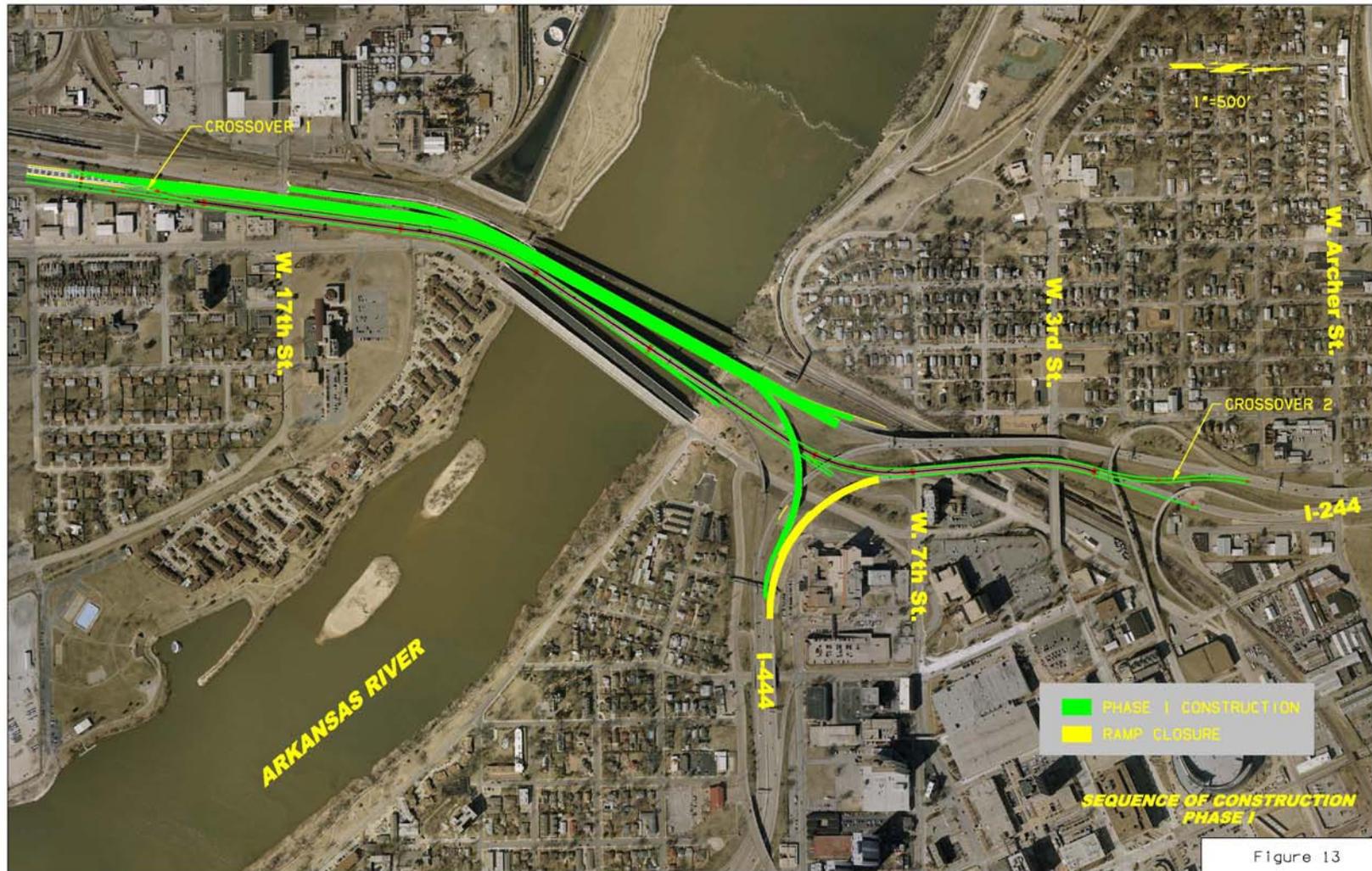


Figure 13

Construction Sequence

- **Close East Bound Bridge**
 - Put Traffic on New West Bound Bridge
- **Possible Temporary Ramp Closures**
 - West Bound SH-51 to I-244 On-Ramps
 - West Bound I-244 to East Bound SH-51
 - 1st Street to East Bound I-244 On-Ramp
 - 17th Street to East Bound I-244 On-Ramp

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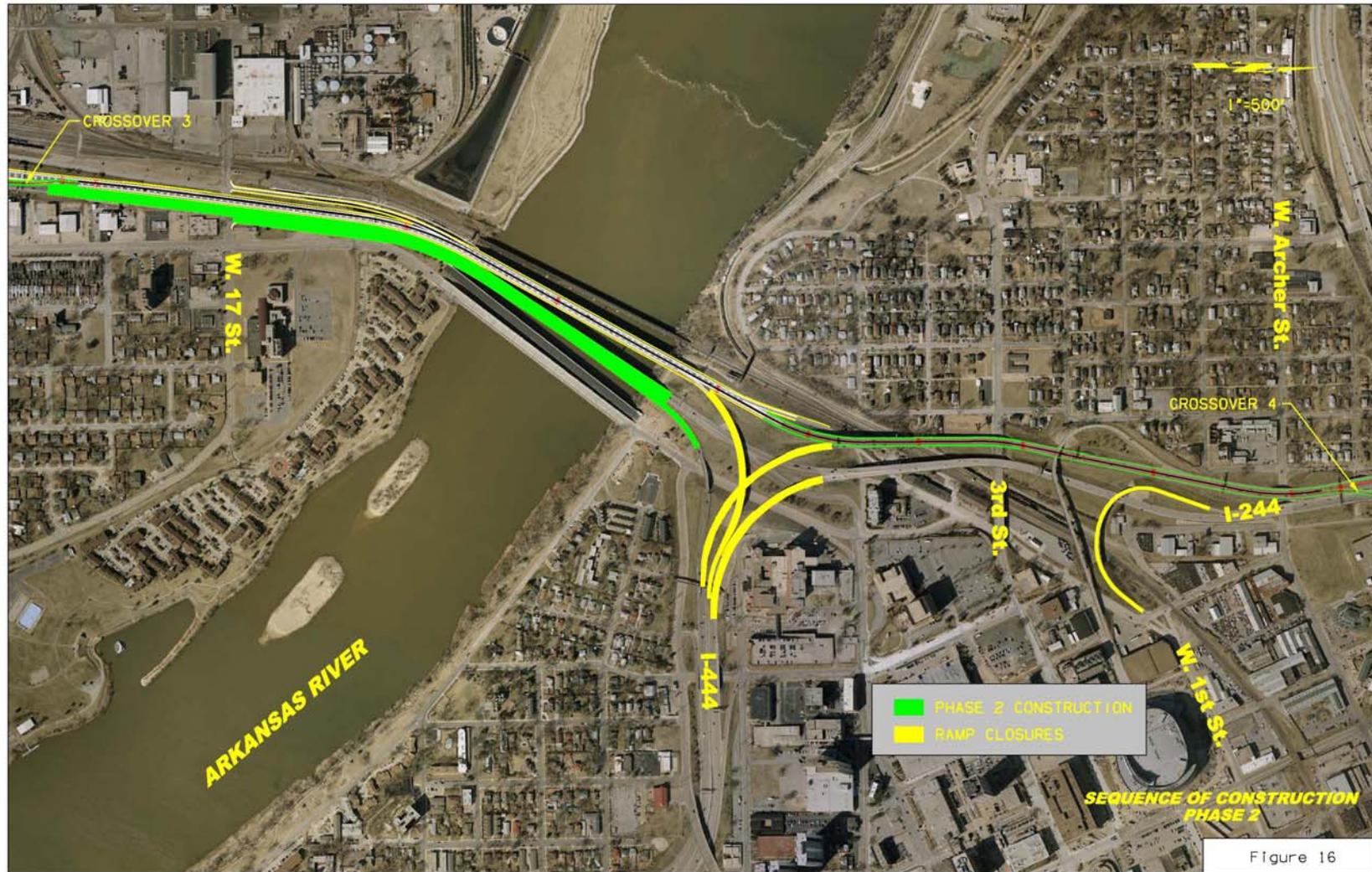


Figure 16

I-244 Arkansas River
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Construction Sequence

- **Temporary Closure of the Existing Trails**
 - On The East Bank
 - From Cyrus Avery Plaza North to the BNSF Railway

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Multi-Modal Bridge

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Project Challenges

- Accelerated Design Schedules
- “Choke Point” on West Bank
 - Bounded by Southwest Blvd
 - Bounded by Historic Route 66 Bridge
 - BNSF Railway

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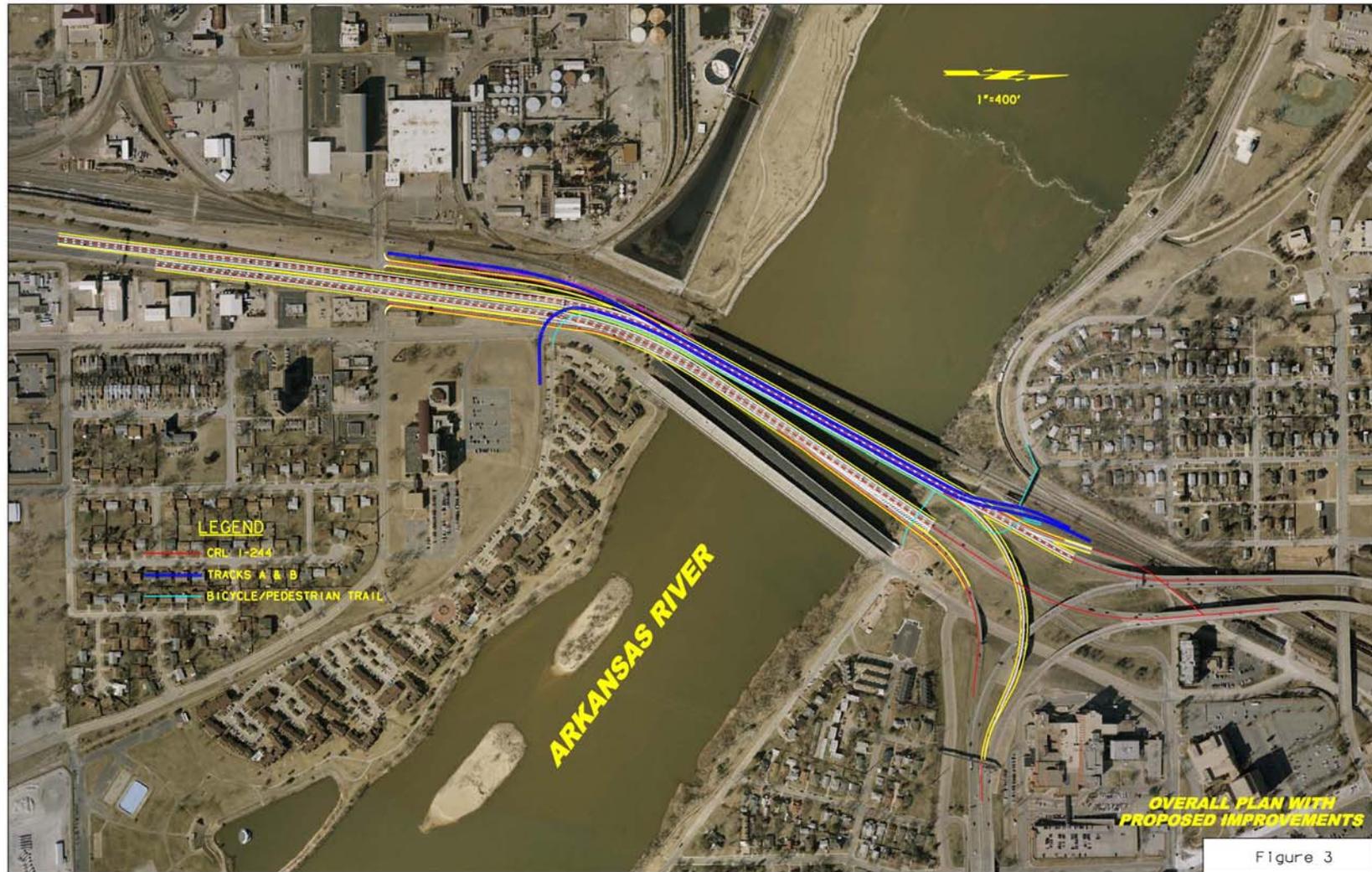
Project Considerations

- **Endangered Species**
 - Interior Least Tern

- **Close Proximity to the Historic Route 66 Bridge**
 - Consultation with SHPO
(State Historic Preservation Office)
 - Other Consulting Parties

I-244 Arkansas River Multi-Modal Bridge

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Project Considerations

- **Historic Route 66 Bridge Vibration Study**
 - No Issues with Vibrations from the Proposed HSIPR and LRT Rail Lines
 - Recommendations for Demolition and Construction Techniques will be Used
 - Monitoring Vibrations During Construction Will Help Insure the Integrity of the Structure

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Multi-Modal Bridge

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Project Considerations

- **Historical Land Use**
 - Elevated Risk of Finding Contaminated Material During Construction
 - Pro-active - Remediation Plan in Place Prior to Construction – Just in Case

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Project Considerations

**“Expect the Best,
but be Prepared for
the Worst”**

I-244 Arkansas River Multi-Modal Bridge

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American Recovery and Reinvestment Act (ARRA)
2009 TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER)
DISCRETIONARY GRANT APPLICATION FROM:

OKLAHOMA

Reconstruct I-244 Arkansas River Multimodal Bridges with
High Speed Passenger Rail, Commuter Rail, and Bicycle/
Pedestrian Components
Tulsa, Oklahoma

September 15, 2009



Applicant Information

Name of Applicant: Oklahoma Department of Transportation
Address: 200 N.E. 21st Street, Oklahoma City, OK 73105

Primary Point of Contact Information

Name of Contact:
Telephone Number:
E-mail Address:

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TIGER Grant Application Process

- Long-Term Outcomes
 - State of Good Repair
 - Economic Competitiveness
 - Livability
 - Sustainability
 - Safety

TIGER Grant Application Process

- Job Creation and Economic Stimulus
 - Influence on Economically Distressed Areas
 - Ready for a Quick Start

- Evaluation of Costs and Benefits
 - Benefit / Cost Ratio

- Innovation and Partnership

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TIGER Grant Application Process

- **Original TDG Application**
 - Submitted in September 2009
 - Included Both Westbound and Eastbound Bridges
 - Total Cost Estimate - \$ 131.97 Million
 - State and INCOG Funds - \$ 37.24 Million
- **TDG Funds Requested - \$ 94.73 Million**

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TIGER Grant Application Process

- **Revised TDG Application**
 - Submitted in January 2010
 - Included Westbound Bridge Only

 - Total Cost Estimate - \$ 86.48 Million
 - State and INCOG Funds - \$ 37 Million

- **TDG Funds Requested - \$ 49.48 Million**

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Multi-Modal Bridge

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Project to Replace the Westbound Bridge

- **Now Full Funded**
- **Preliminary Design is Underway**
 - Land Survey
 - Geotechnical Studies
 - Preliminary Engineering
- **Environmental Process**
 - Nearing Completion

**I-244 Arkansas River
Multi-Modal Bridge**

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What's Next ?

- **Final Design**
- **R/W Acquisition**
- **Utility Relocation**

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What's Next ?

- **Construction**
 - **Targeted to Begin
Spring of 2011**
 - **Expected to Be Complete
by Fall of 2012**

I-244 Arkansas River Bridge Reconstruction



Questions ?

Email: environment@odot.org



www.okladot.state.ok.us/recovery

Link: TIGER Discretionary Grant Application