

OKLAHOMA DEPARTMENT OF TRANSPORTATION PUBLIC MEETING FOR THE OKLAHOMA CITY BOULEVARD

08-21-2012 from 5:30pm - 8:00pm

The  Event Center
425 East California Avenue,
Oklahoma City, OK 73104

Bienvenidos a la reunión pública del
Departamento de Transportación de Oklahoma
con respecto al futuro Bulevar de Oklahoma City.

PROPÓSITO DE ESTA REUNIÓN

El propósito de esta reunión es de informarle a la comunidad local y solicitarles comentarios acerca de la propuesta de la Ciudad de Oklahoma, de reducir de seis vías existentes a un diseño de 4 vías.

PROPÓSITO DE ESTE PROYECTO

El propósito de este proyecto es de re-establecer una conexión al distrito central comercial proveyendo seis vías de bulevar en los existentes terrenos de la autopista I-40 desde la parte Este de las vías del ferrocarril Unión Pacific donde intersecta con la I-235, hasta la avenida Walker. Desde el Oeste de la Avenida Walker hasta la Avenida Western, el puente existente de la I-40 será re-habilitado. Desde la Avenida Western hasta la Avenida Agnew, las vías existentes serán convertidas en un bulevar.

El Departamento de Transportación de Oklahoma (ODOT), en cooperación con la Administración Federal de Autopistas (FHWA), está proponiendo mejorar el antiguo corredor I-40 que atraviesa la ciudad de Oklahoma desde la Avenida Pensilvania hasta casi llegar a la Avenida Oklahoma convirtiéndolo en el Bulevar de Oklahoma City. Esta propuesta de Bulevar que costará \$80 millones de dólares, consistirá en cuatro carriles que se conectarán con la nueva autopista I-40 Crosstown en el Este y el Oeste.

Agenda

Welcome: David Streb
Director of Engineering, ODOT

Opening Remarks: Gary Evans
Deputy Director/Chief Engineer, ODOT

Construction Update: Paul Green
Division 4 Engineer, ODOT

Boulevard Background and Purpose:
David Streb

Boulevard Update: Eric Wenger
Public Works Director, Oklahoma City

Questions

Break out to Individual Questions

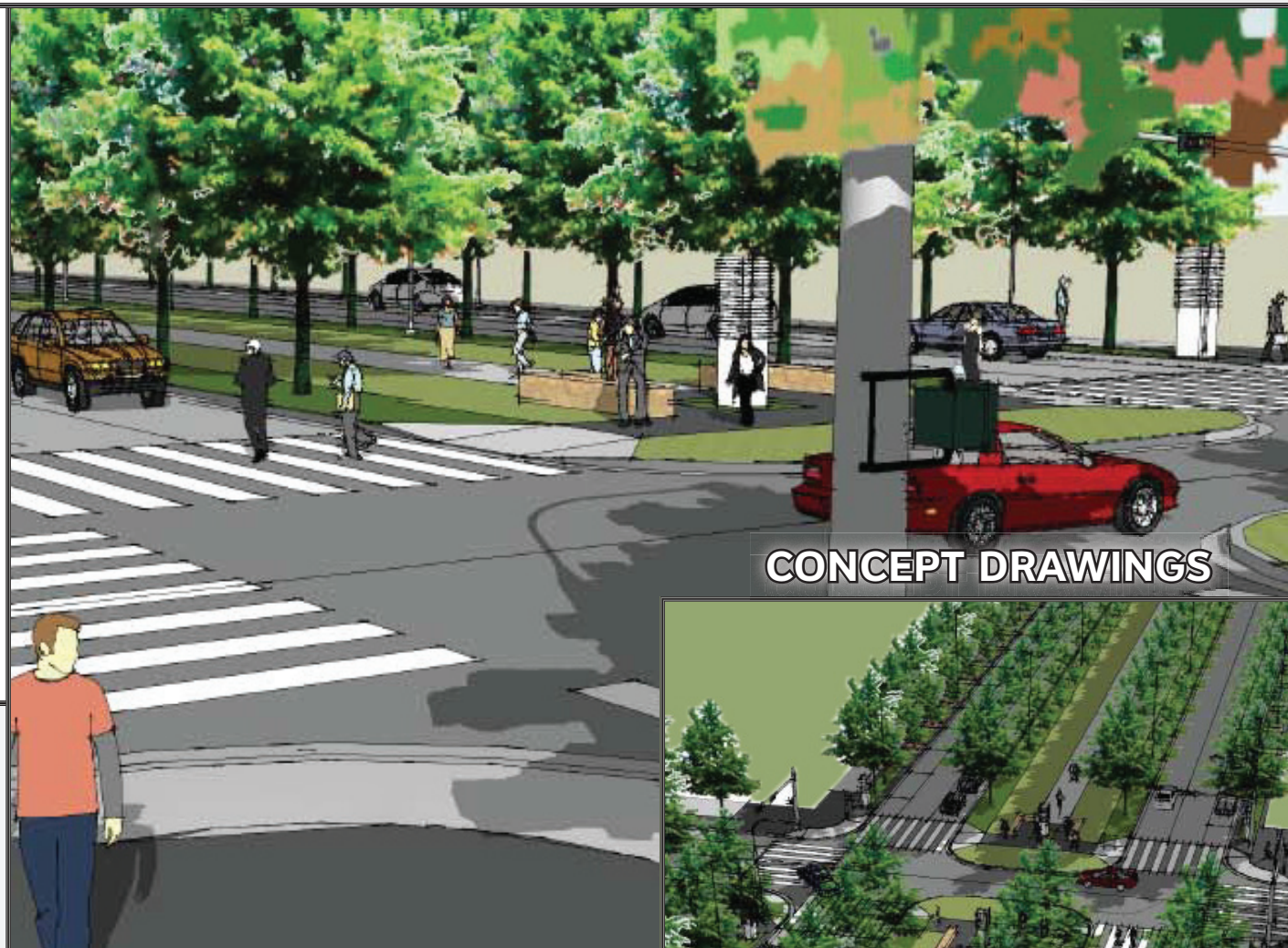
INFORMACIÓN – DIVISIÓN 4

- Ingeniero de División Paul Green
- -Total de millas de carretera 1,421.12
- -Total de millas de autopista 222.47
- -Numero total de puentes 1,148
- -Condados servidos 9

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CONCEPT DRAWINGS

PREGUNTAS? COMENTARIOS?

Si usted tiene alguna pregunta o comentario acerca de esta propuesta de proyecto del Departamento de Transportación, por favor visite la página web www.odot.org/meetings/other.php y llene el formulario oficial de comentarios o mande un mensaje electrónico a mcoordinator@odot.org antes del 4 de Septiembre del 2012.

PROJECT LOCATION MAP



I-40 Crosstown Expressway

Timeline of Events:

January 1996 - Citizens Advisory Committee and Technical Advisory Committee formed and the first public meeting held at the Myriad Convention Center.

July 1996 - A list of seven core alternate routes were developed along with the "no build" option and Transportation Systems Management improvements.

September 1996 - A short list of alternates was chosen to include Alternates A, B and D.

December 1996 - ODOT agrees to develop an additional Alternate B-3 after requests to look at a variation of the B Alternate.

1997 - 1998 - Research and studies continue.

April thru December 1998 - The scale models of Alternates B-3 and D were displayed throughout the city to illustrate the features with each alternate and to aid in consensus building in the community.

December 1998 - Alternate D is announced as the preferred route for the Draft Environmental Impact Statement. (Included 6-lane Boulevard)

January 1999 thru January 2000 - Consensus building continues throughout the community and the City of Oklahoma City begins land use and mitigation plan for I-40.

February 2000 - Oklahoma City completes the Land Use and Mitigation Plan for I-40 and ODOT reviews the plan for inclusion into the Draft Environmental Impact Statement.

January 2001 - Draft Environmental Impact Statement is released to the public for review and comment.

February 2001 - Public Hearing is held on the Draft Environmental Impact Statement at the Myriad Convention Center, requesting public comments.

March 2001 thru January 2002 - Comments on the Draft Environmental Impact Statement are evaluated with responses and the Final Environmental Impact Statement is developed.

February 2002 - Final Environmental Impact Statement released to the public for viewing.

May 2002 - Record of Decision is signed by the Federal Highway Administration. (Included 6-lane Boulevard)

June 2002 - Land acquisition process began.

April 2003 - Relocation of Utilities began.

January 2004 - FHWA authorized funding for final design engineering in four engineering contracts.

November 2005 - Groundbreaking Ceremony.

March 2007 - The Technical and Citizen's Committee met, and ODOT held a public meeting at the Cox Convention Center.

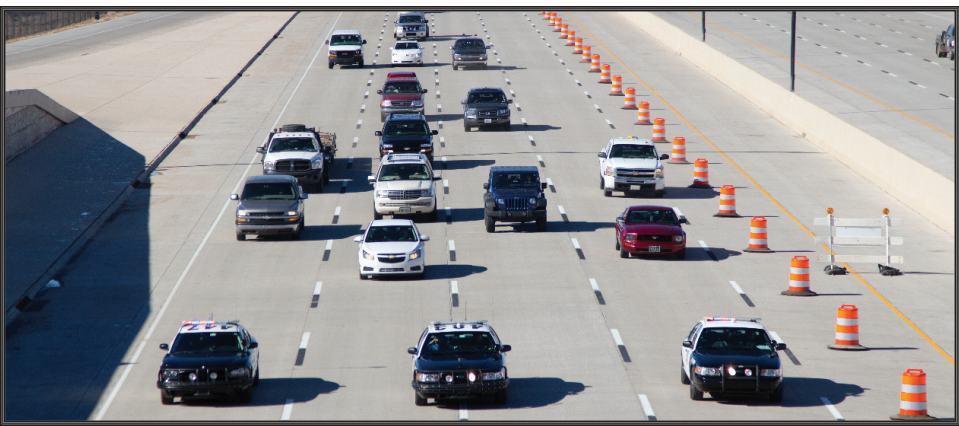
April 2007 thru February 2009 - Construction continues.

March 2009 - Shields Boulevard reopened to traffic.

April 2009 thru December 2011 - Construction continues.

January 2012 - New Eastbound I-40 Crosstown open.

February 2012 - New Westbound I-40 Crosstown open.



What's Next?

- A second Public Meeting to present the results of tonight's meeting and consultant study
- Environmental clearance
- Complete construction of the Oklahoma City Boulevard