



OKLAHOMA CITY BOULEVARD

ODOT PUBLIC INVOLVEMENT MEETING

AUGUST 21, 2012

Presented by:

**The Oklahoma Department of Transportation
and The City of Oklahoma City**

**The City of Oklahoma City
Public Works Department**



PURPOSE

The PURPOSE OF THIS MEETING...

...is to update the local community & solicit comments about the purpose of this project and the City's proposal to reduce the current six-lane design to four-lanes with parking.

The PURPOSE OF THIS PROJECT...

...is a mitigation measure as committed to during the I-40 Crosstown Expressway Environmental Clearance process in order to reestablish access to the Downtown Central Business District by constructing a six-lane boulevard within the former alignment of the I-40 corridor.



The City of Oklahoma City



The Oklahoma Department of Transportation

PROJECT HISTORY

PROJECT, RIGHT-OF-WAY, PUBLIC UTILITY, ENCROACHMENT AND MAINTENANCE AGREEMENT for the I-40 Crosstown Expressway

This Agreement, entered into by and between the City of Oklahoma City, Oklahoma, hereinafter called the **City**, and the Department of Transportation of the State of Oklahoma, hereinafter called the **Department**,

WITNESSETH

WHEREAS, the **Department** proposes to construct certain highway improvements on an Interstate Route in the City of Oklahoma City, Oklahoma, hereinafter referred to as **project**, as follows:

Realignment of approximately 4 miles of the I-40 Crosstown Expressway between the I-40-44 junction and the I-40-236 junction including associated city streets and the conversion of the existing interstate facility to a boulevard in accordance with the plan known as Alternate D, all located within the urban and corporate boundaries of the City of Oklahoma City, Oklahoma County, Oklahoma.

WHEREAS, the I-40 Crosstown Expressway is a vital interstate link essential to the **City**; it is necessary to forge an agreement between the **City** and the **Department** to assure that the national, regional, state and local needs are appropriately addressed, and

WHEREAS, the **Department** and the **City** concur that Alternate D is the most suitable solution to the existing need for action regarding the I-40 Crosstown Expressway, and

WHEREAS, the Federal Highway Administration has approved the location of the proposed improvements through the issuance of a Record of Decision based upon the completion of an extensive study of the need for action and social, economic and environmental effects of alternative solutions, and

WHEREAS, it is necessary that certain utilities and/or utility facilities will require adjustment(s) to accommodate the construction and future maintenance of the above described **project**, and

WHEREAS, Federal funds have been made available by the Federal Highway Administration, through the **Department**, and will participate in and pay an amount not to exceed 80% of the actual, reasonable, and necessary costs, including necessary utility adjustment costs, and

WHEREAS, legislative authorization and the rules, regulations, policies and procedures of the **Department** provide the basis of cooperation between the parties regarding the financial responsibility and cost sharing of all the actual and reasonable necessary utility adjustment costs not reimbursed by the Federal Highway Administration (estimated to be a minimum of 20% of the total utility adjustment costs).

NOW, THEREFORE, the parties hereto agree as follows:

The **City** to the extent permissible under Oklahoma law, agrees:

1. To the location of said **project** and does hereby warrant to the **Department** the **City's** complete satisfaction with the selected alignment.
2. To reimburse and pay to the **Department** when the actual amounts become known, but not prior to July, 2006, the balance of the total costs expended for the necessary utility adjustments not paid with Federal funds on and for all necessary utility adjustments, less and except present **City** owned utilities and utility facilities. The **City's** financial obligation shall be no less than twenty percent (20%) of these total costs. Total **City** cost is currently estimated to be three million seven hundred seventy thousand three hundred dollars (\$3,770,300.00).

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- **October 1995 – Project Study Approved**
- **Environmental Clearance Process**
- **Technical Advisory and Citizen Advisory Committees**



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PROJECT HISTORY

- **1998 – Environmental Impact Studies**
 - Traffic Analysis
 - Financial Analysis
 - Noise Study
 - Joint Use/Reuse
 - Hazardous Materials

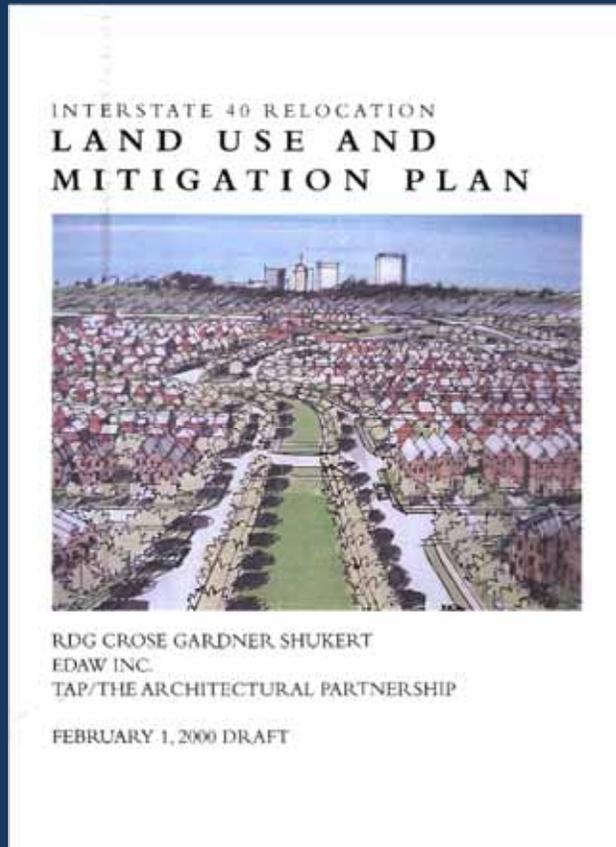


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PROJECT HISTORY

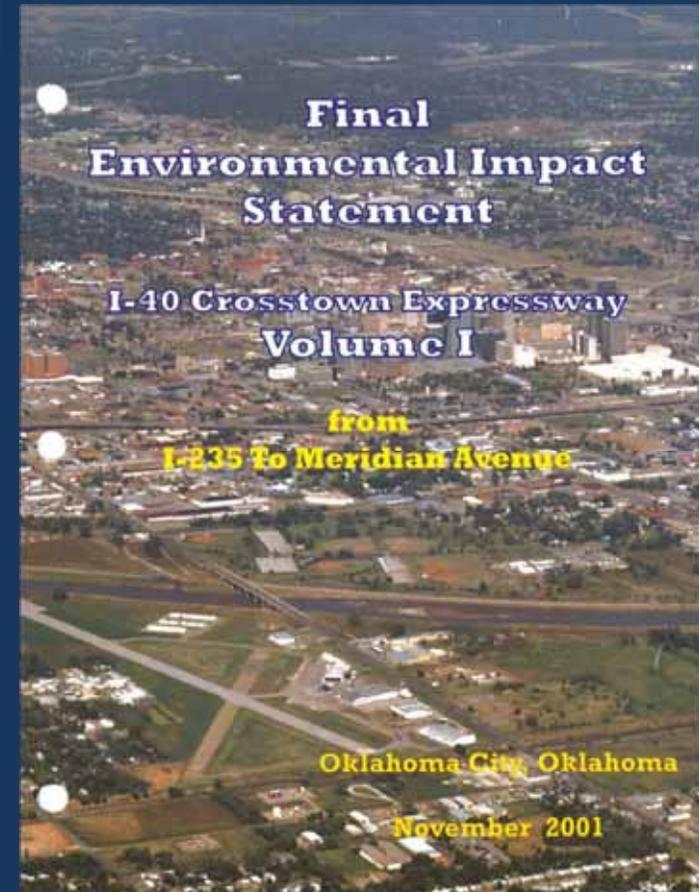


- **February 2000 – Land Use and Mitigation Plan**
 - Concept of modified boulevard – best aspects of a freeway and surface boulevard
 - Describes use of both elevated and ground level sections



PROJECT HISTORY

- **November 2001 – Final Environmental Impact Statement**
 - Environmental Impacts studied from I-235 to Meridian Avenue



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PROJECT HISTORY



- **May 2002 – FHWA Record of Decision**
 - Construction of new I-40 (Option D)
 - Architectural similarities to the Little Flower Church
 - Construction of Boulevard in existing I-40 Right-of-Way
 - Construction of Park and Pedestrian Bridge (Skydance Bridge)

The selected alternative will provide a six-lane at-grade boulevard in the existing I-40 right-of-way from east of the Union Pacific tracks at the I-235 interchange to west of Walker Avenue. From west of Walker Avenue to Western Avenue, the existing I-40 bridge structure will be rehabilitated. From Western Avenue, west to Agnew Avenue, the existing facility will be converted to a divided boulevard.



PROJECT HISTORY

- **Modifications made to the 2002 Record of Decision**
 - The Skydance Pedestrian Bridge was modified
 - An additional ramp at Agnew for access
 - The Lincoln – Byers connection was added



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OKLAHOMA CITY GROWTH

- **Improvements made to Oklahoma City since 2002**
 - Construction of the Devon Tower
 - Construction of the Chesapeake Arena
 - Creation of an intermodal hub (Sante Fe Station)
 - Future construction of the new Convention Center
 - Other improvements made by Project180
 - Other improvements made by the Core-to-Shore project



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ALIGNMENT DETAILS

- Boulevard extends from Pennsylvania Ave to Byers Ave
- 5 Construction Projects / Sections
 - West End – Penn to Western
 - Western/Classen/Reno – Western to Dewey
 - Core – Dewey to E.K. Gaylord
 - Rail Road Bridge – E.K. Gaylord
 - East End - Bricktown
- SW 3rd Street right-of-way available for alignment shift
- 4 traffic lanes with on-street parking in the core section
- 15' sidewalks with landscaping



WEST SECTION

Penn to Western

- Under design
- Rehabilitate existing bridges, and maintain current elevated on-fill condition
 - Pennsylvania, Virginia, Indiana, Blackwelder and Klein
- Landscaping - Separate contract by the City



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WEST SECTION



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WEST SECTION



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WEST SECTION



TYPICAL VIEW AT WESTEND



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WESTERN/CLASSEN/RENO SECTION

Western to Dewey

- Several options being considered
- Bridges proposed
 - Western, Classen, Reno and Shartel
- Proposed Retaining Wall System
- Landscaping - Separate contract by City



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WESTERN/CLASSEN/RENO SECTION



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CORE SECTION

Dewey to E.K. Gaylord

- In design
- 40' wide median
- Alignment shifted to south
- Landscaping – Separate contract by City



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CORE SECTION



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CORE SECTION



TYPICAL VIEW AT CORE



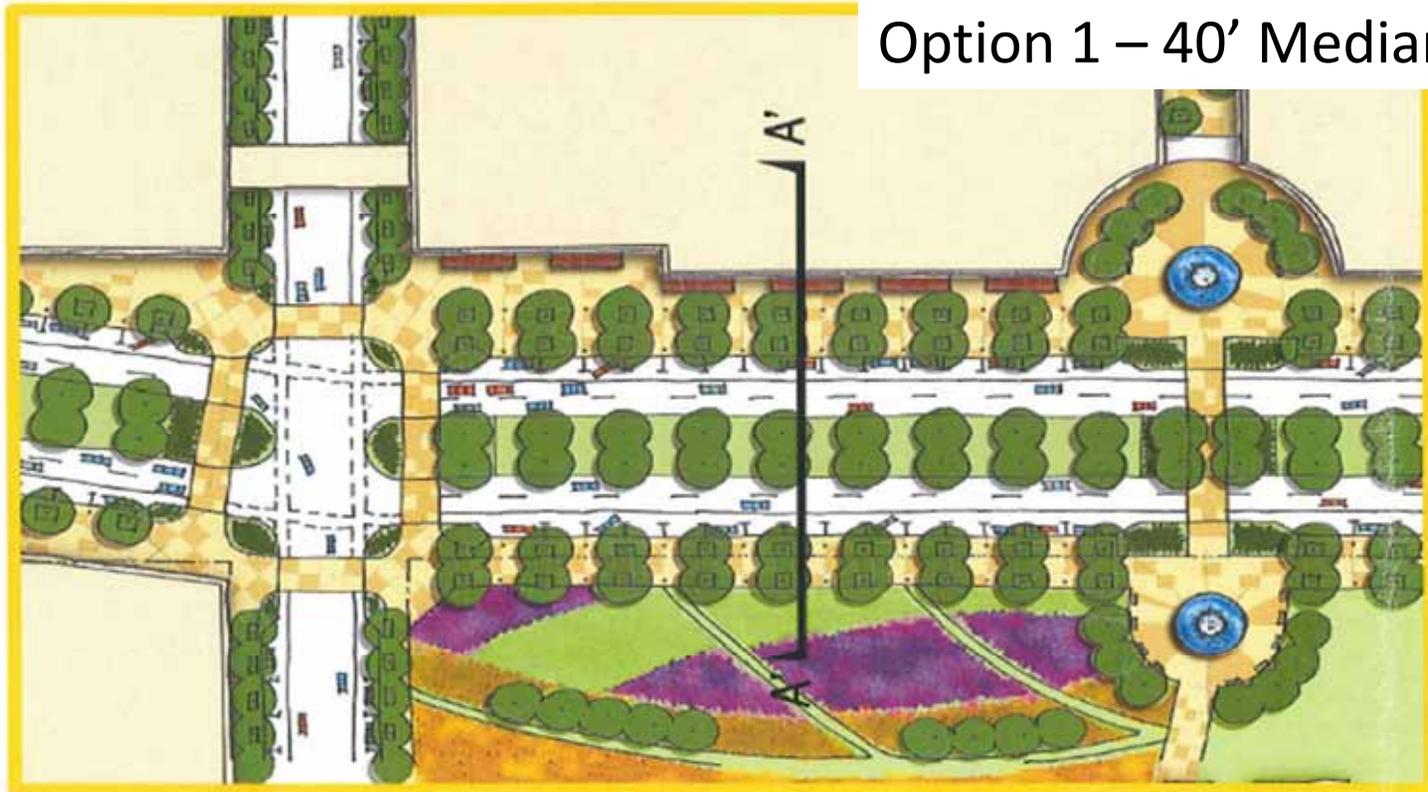
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CORE SECTION

Option 1 – 40' Median

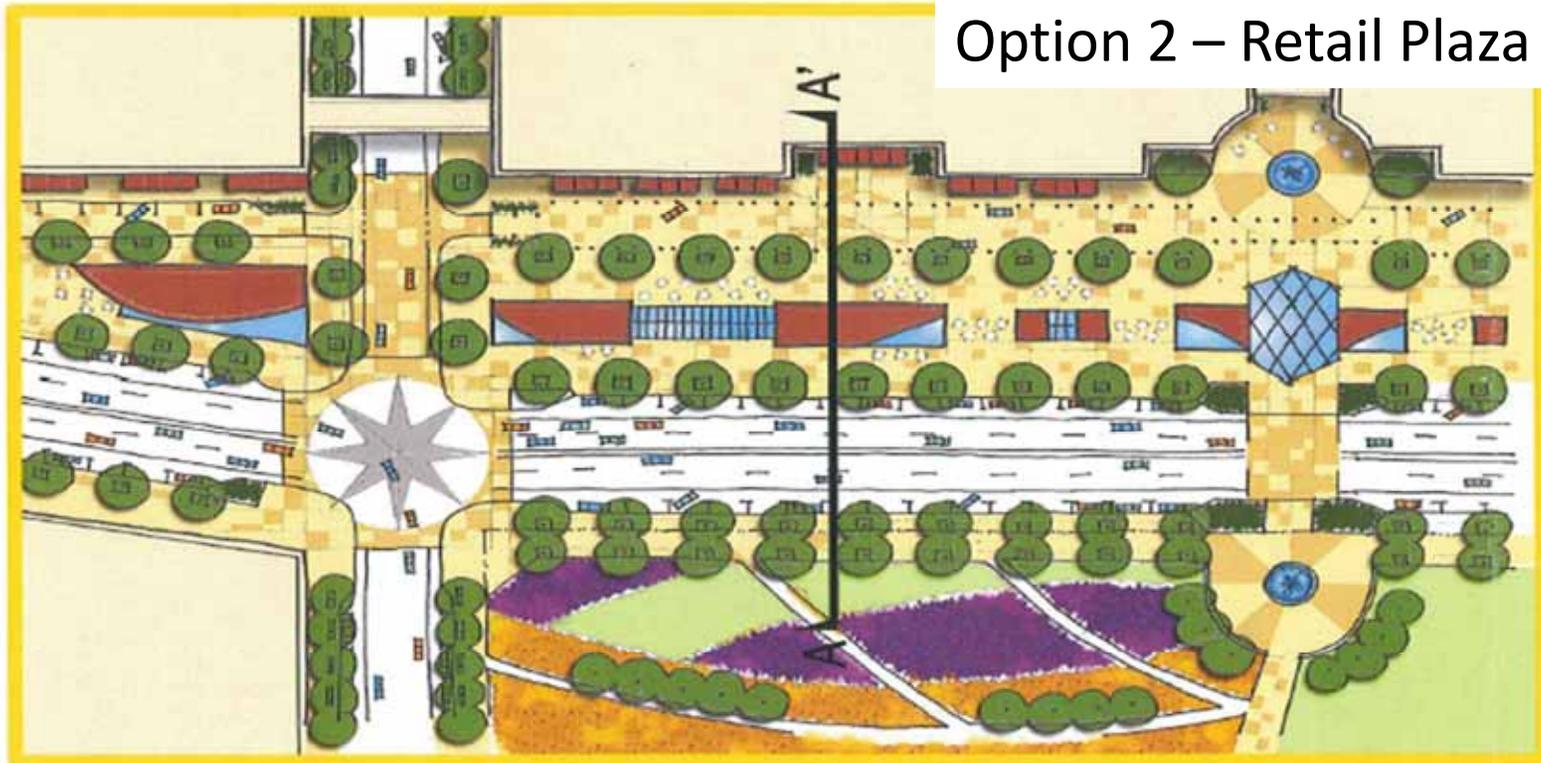


Illustrative Plan: Hudson to Harvey



CORE SECTION

Option 2 – Retail Plaza



Illustrative Plan: Hudson to Harvey



RAILROAD SECTION

Railroad Bridge – E.K. Gaylord

- In design
- Road will be depressed to allow approximately 16 feet of overhead clearance



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EAST SECTION

Bricktown

- In design
- Oklahoma Avenue connection
 - Right-of-way will be required
- 3 traffic lanes west and 2 lanes east
 - 20' median and 15' sidewalks
- Landscaping – Separate contract by City



EAST SECTION – COMPRESS OPTION



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EAST SECTION – OKLAHOMA OPTION



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OKLAHOMA CITY BOULEVARD ODOT PUBLIC INVOLVEMENT MEETING AUGUST 21, 2012

QUESTIONS?

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