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**Steve Lane**

Parsons Brinckerhoff  
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**Keith Angier**

MacArthur Associated  
Consultants Ltd.  
Vice President



**Frank Roesler III**

Oklahoma Department  
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Public Involvement Officer



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**ODOT & THE CITY OF OKLAHOMA CITY**

# PUBLIC MEETING

FOR  
**THE OKLAHOMA CITY BOULEVARD**

**June 18<sup>th</sup>, 2013**  
**5:30pm - 8:00pm**

The Chevy Event Center  
(Formerly Coca-Cola Event Center)  
425 East California Avenue,  
Oklahoma City, OK 73104

Welcome to The Oklahoma  
Department of Transportation Public Meeting  
for the future Oklahoma City Boulevard in Downtown OKC

### AGENDA

**WELCOME & HISTORY: Eric Wenger**

Public Works Director, Oklahoma City

**David Streb**

Oklahoma Department Of Transportation  
Director of Engineering

**CONSTRUCTION UPDATE: Paul Green**

Oklahoma Department Of Transportation  
Division 4 Engineer

**NEPA: Steve Lane**

Parsons Brinckerhoff

**ALTERNATIVES & EVALUATION: Keith Angier**

MacArthur Associated Consultants Ltd.

**QUESTION & ANSWER: Frank Roesler III**

Oklahoma Department of Transportation  
Public Involvement Officer

**CLOSING REMARKS**

**QUESTIONS? COMMENTS?**

If you have questions or comments about ODOT's proposed project, please visit [www.odot.org/meetings/other.php](http://www.odot.org/meetings/other.php) to fill out an official comment form, or send an e-mail to [mcoordinator@odot.org](mailto:mcoordinator@odot.org) by July 2<sup>nd</sup>, 2013.

## **PURPOSE OF MEETING**

The purpose for the meeting is to obtain information from the public to further assist in the identification of critical social, economic and environmental effects that may result from the project.

## **PURPOSE OF PROJECT**

The purpose of this project is to construct the final phase of the I-40 Crosstown relocation project by reestablishing connectivity to the Downtown Central Business District with a low speed Major Collector street known as the "Oklahoma City Boulevard".

## **SUMMARY**

The Oklahoma Department of Transportation (ODOT), in cooperation with the Federal Highway Administration (FHWA) proposed to construct the Oklahoma City Boulevard as the local access component of the I-40 Crosstown realignment. As approved in the original Environmental Impact Statement (EIS) for the I-40 Crosstown realignment, the Boulevard would be constructed on the existing right-of-way of the old I-40 facility extending from the I-235 Interchange to west to tie into the new I-40 alignment.

In response to input received, ODOT & FHWA are reevaluating the Oklahoma City Boulevard concept in an environmental assessment.

As part of our efforts to keep the public informed of this project and involved in the decision process, ODOT has scheduled a public meeting. This meeting will include a presentation about the Environmental Review Process that is ongoing, the purpose and need for the project, goals and objectives, and alternatives being considered.

## **WHAT IS NEPA AND THE ODOT DECISION MAKING PROCESS?**

The National Environmental Policy Act (NEPA) is a Federal Law that was enacted in 1969 which requires agencies to go through a decision-making process, in order to qualify for Federal Funding, that balances the social, economic, and environmental concerns. Public Involvement and public comments are part of the NEPA process.

ODOT and the FHWA (Federal Highway Administration) will examine the issues and opportunities within the corridor, identify conceptual and preferred alternative solutions, conduct all the necessary environmental and socio-economic studies, coordinate with state and federal resource agencies, conduct preliminary design of the facility, and address any potential right-of-way concerns.

## **BACKGROUND**

An EIS and Record Of Decision (ROD) was completed for the I-40 Relocation Project in 2002. The EIS/ROD identified construction a local access "boulevard" in the existing I-40 right-of-way as an integral element of the preferred alternative approved in the EIS. The boulevard was deemed necessary to restore vehicular access to downtown Oklahoma City that would be lost upon relocation of the I-40 mainline and help provide acceptable operation of the Interstate highway in peak traffic conditions. The ROD described the boulevard as a "six lane at grade boulevard in the existing I-40 right-of-way from east of the Union Pacific Tracks and 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, the existing facility will be converted to a divided boulevard."

Because of the length of time since the original ROD and continued Oklahoma City planning for the "core-to-shore" developments and other downtown enhancements, FHWA and ODOT must reevaluate the 2002 EIS/ROD to consider the proposed boulevard in light of current Oklahoma City planning priorities and any previously unidentified social, economic, and environmental impacts that may result from this element of the I-40 Crosstown relocation project. In cooperation with FHWA, ODOT will perform an Environmental Assessment (EA) of the proposed boulevard to provide the required reevaluation. This EA will consider, among other factors, the original purpose and need for the boulevard in light of current planning priorities of the City of Oklahoma City, the feasibility of reasonable alternatives, in light of the purpose and need and current and future traffic requirements, and the social, economic, and environmental impacts of the feasible alternatives.

## **SCREENING CRITERIA**

As part of the EA, the following evaluation criteria will be used to analyze project alternatives:

- Roadway Geometry (ramps, streets) - Does the concept conform to current design requirements?
- Traffic (ramps, streets) - Does the concept meet design year traffic requirements?
- Right-of-way - Are there any additional right-of-way requirements?
- Construction cost - What is the estimated construction cost?
- Public Comments - Can identified and documented public comment objectives be satisfactorily met?
- Railroads- Will railroad facilities and operations be impacted?
- Utilities - How are existing utilities impacted?
- Drainage - How is existing or proposed drainage impacted?
- Environment- What are the potential environmental impacts?
- Constructability – Are there construction phasing issues?
- Economic Development - What opportunities are created?
- Gateway/Image – Are there opportunities to create a "gateway" for Oklahoma City?
- Reno Continuity – How does the project impact the City's desire to maintain Reno as a primary east-west city street?
- Access to adjacent areas – Is direct or secondary access in conformance with the purpose and need?

## **GOALS AND OBJECTIVES**

Over the next few months, ODOT and FHWA will continue to move forward on the Boulevard EA. The next few steps include:

- Review the comments from this meeting
- Revise the Purpose and Need, Goals and Objectives and Alternatives as appropriate
- Conduct the necessary technical studies (traffic, noise, hazardous materials, etc.)
- Hold another Public Meeting to discuss the results of the technical studies

We will continue to update the project website on the EA progress: ([www.40forward.com](http://www.40forward.com)), so check back with us soon!



