



Oklahoma City Boulevard

ODOT Public Involvement Meeting

June 18, 2013

Presented by:

The Oklahoma Department of Transportation
and
MacArthur Associated Consultants, LLC.



The City of Oklahoma City

MacArthur Associated Consultants, LLC.



Meeting Information



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Purpose

The purpose of this 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.

The purpose of this project...

...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”.



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Current Project Status



West End Project Development

East Interchange Progress



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Environmental Information



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NEPA

National Environmental Policy Act of 1969 (NEPA)

(Requires Federal agencies to consider the environmental consequences of their decisions prior to taking any action)

- Spells out a decision-making process.
- Evaluates impacts – social, economic and environmental.
- Involves coordination with state/federal resource agencies, including tribal governments.
- Provides opportunity for public input and requires these comments be considered
- Results in a preferred alternative.



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NEPA – What's been done

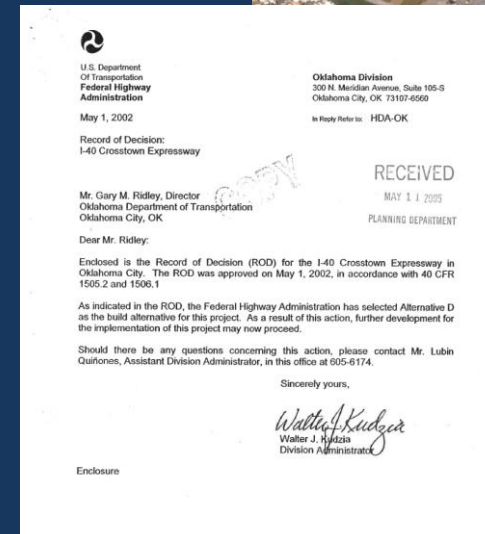
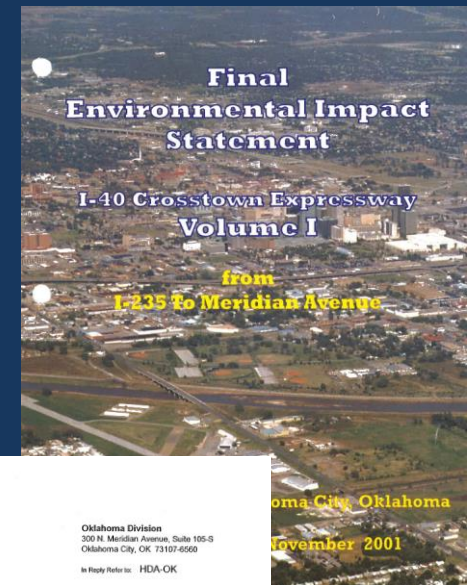
11/2001 - Final Environmental Impact Statement

(I-40 Crosstown Expressway and Boulevard)

- Environmental Impacts studied from I-235 to Meridian Avenue, including the Boulevard

05/2002 - Record of Decision

- Construction of new I-40 expressway
- Provide architectural similarities to the Little Flower Church in the design
- Construction of Boulevard in existing I-40 Right-of-Way
- Construction of Park and Pedestrian Bridge (Skydance Bridge)



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New Goals and Objectives

Improvements made to Oklahoma City since 2002

- Construction of the Devon Tower
- Construction of the Chesapeake Arena
- Creation of an intermodal hub (Santa 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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NEPA – What's Being Done

Key Environmental Components for the EA: *Updates studies from the 2001 EIS*

- Traffic analysis
- Historic resources analyses
- Noise impacts
- Land Use and economic impacts
- Socio-economic impacts
- Secondary and cumulative effects
- Other areas that might arise as the result of public and agency comments



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NEPA – What's Being Done

Environmental Assessment will include:

- Prepare revised project Purpose and Need reflecting downtown changes
- Review of the alternatives including consideration of public and agency comments
- Re-consideration and summary of the technical studies and environmental impacts
- Document public and agency involvement activities
- Evaluate the alternatives
- Identify a preferred alternative



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NEPA – Purpose and Need

Purpose

Implement the final phase of the I-40 Crosstown relocation project by providing connectivity to the Downtown Central Business District with a low speed major arterial street known as “The Oklahoma City Boulevard”

Need

- Keep traffic flowing on the new Crosstown
- Provide additional access points into downtown Oklahoma City
- Improve bicycle and pedestrian access in the vicinity of the old I-40



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Project Information



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Alignment Details

Boulevard extends from Pennsylvania Ave to Byers Ave 5 Construction Projects / Sections



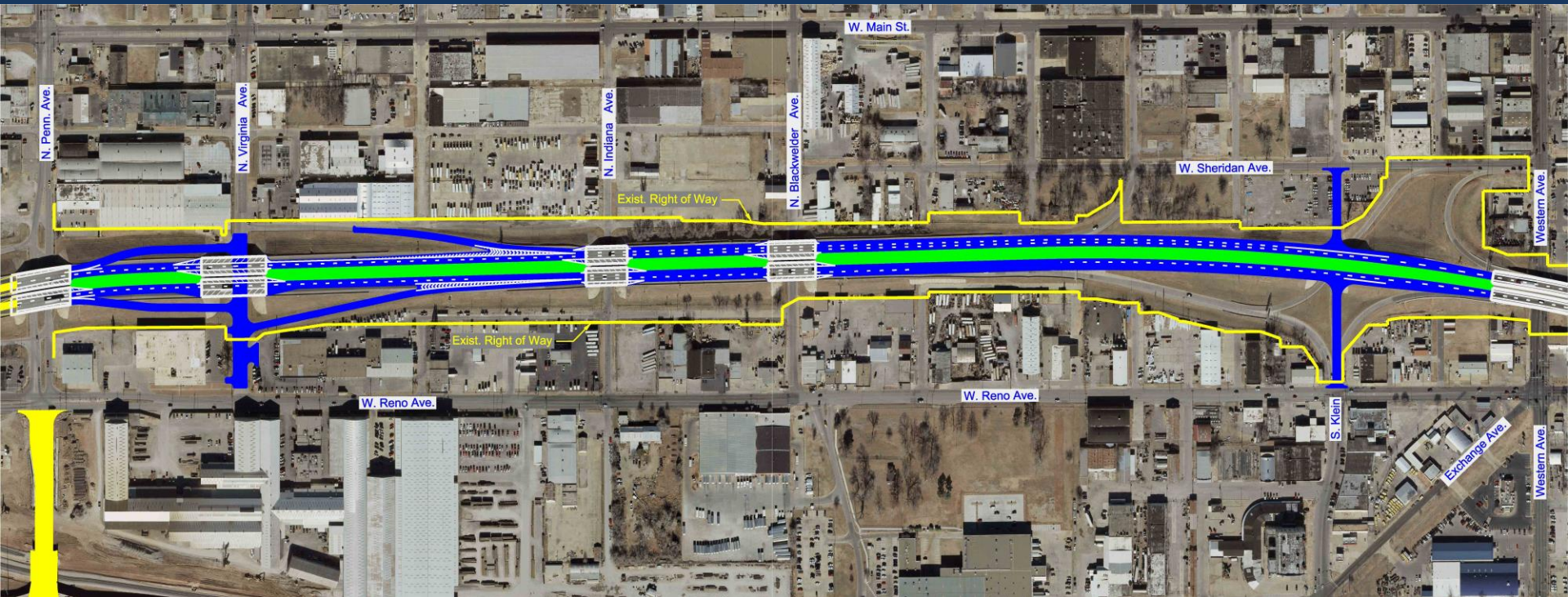
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West Section



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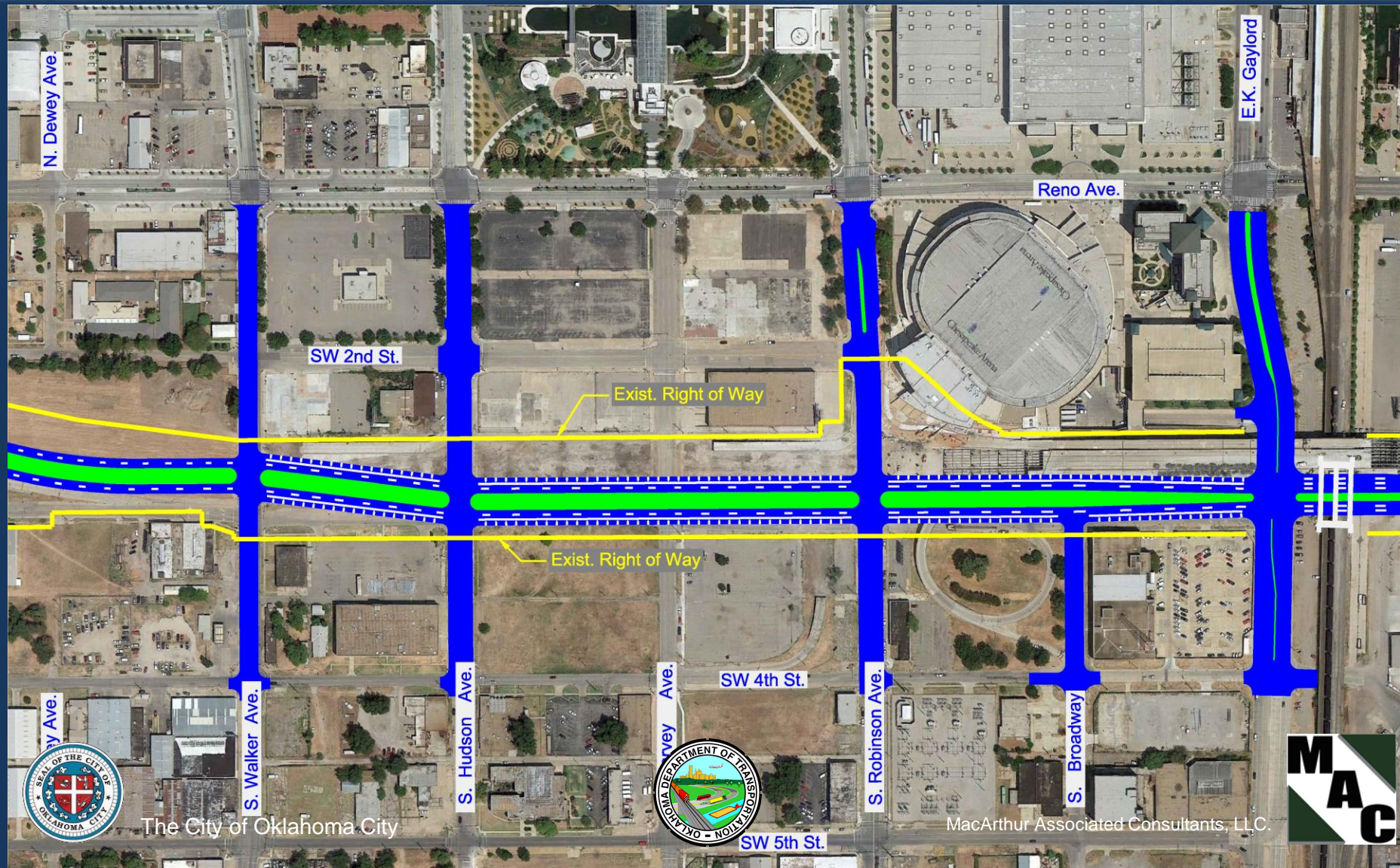
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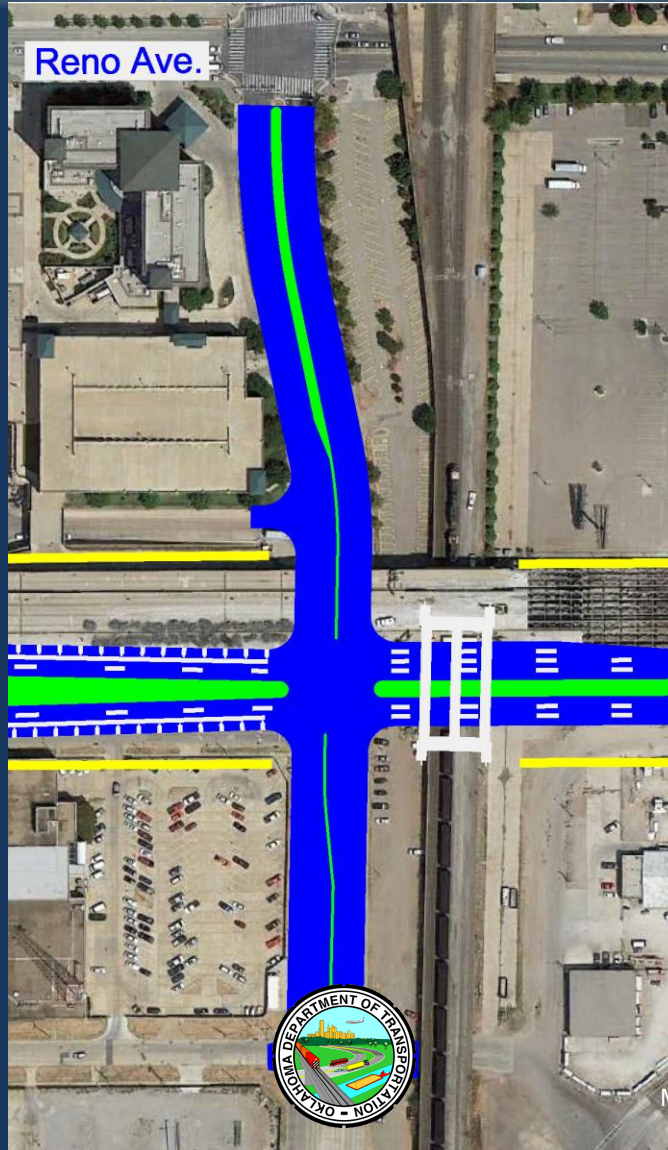
Western/Classen/Reno Section



Core Section



Railroad Section



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East Section



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Alternatives Information



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Screening Criteria

Examples of Criteria used to determine feasibility

- Roadway Geometry (ramps, streets)
- Traffic (ramps, streets)
- Right-of-way
- Construction cost
- Public Comments
- Railroads
- Utilities
- Drainage
- Environmental
- Constructability
- Economic Development
- Gateway/Image
- Reno Continuity
- Access to adjacent areas



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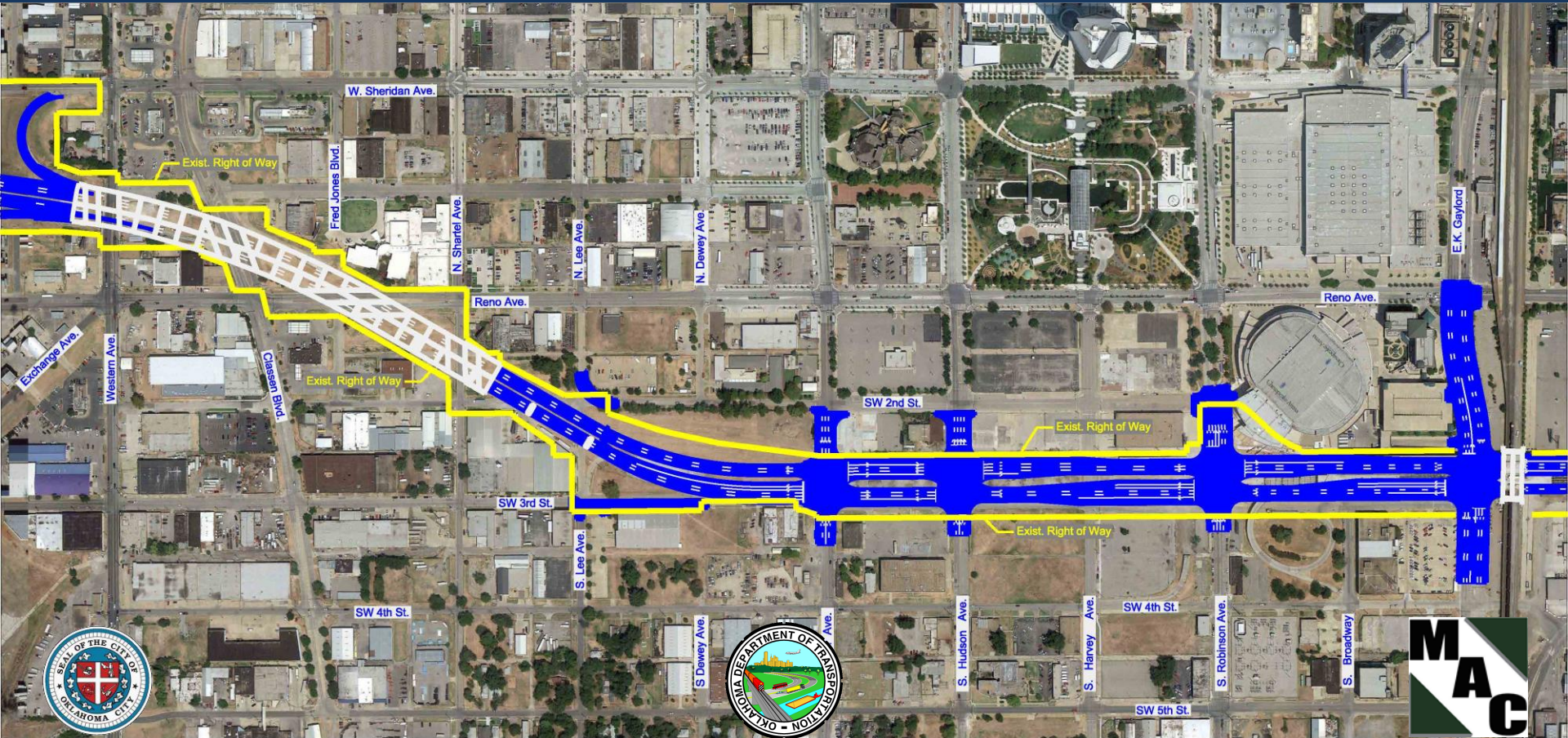
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An aerial photograph of a city skyline, featuring various high-rise buildings and lower commercial structures. A prominent blue banner with a white border is superimposed across the middle of the image. The banner contains the text "Alternate 'A' / 6-Lane" in a large, white, serif font.

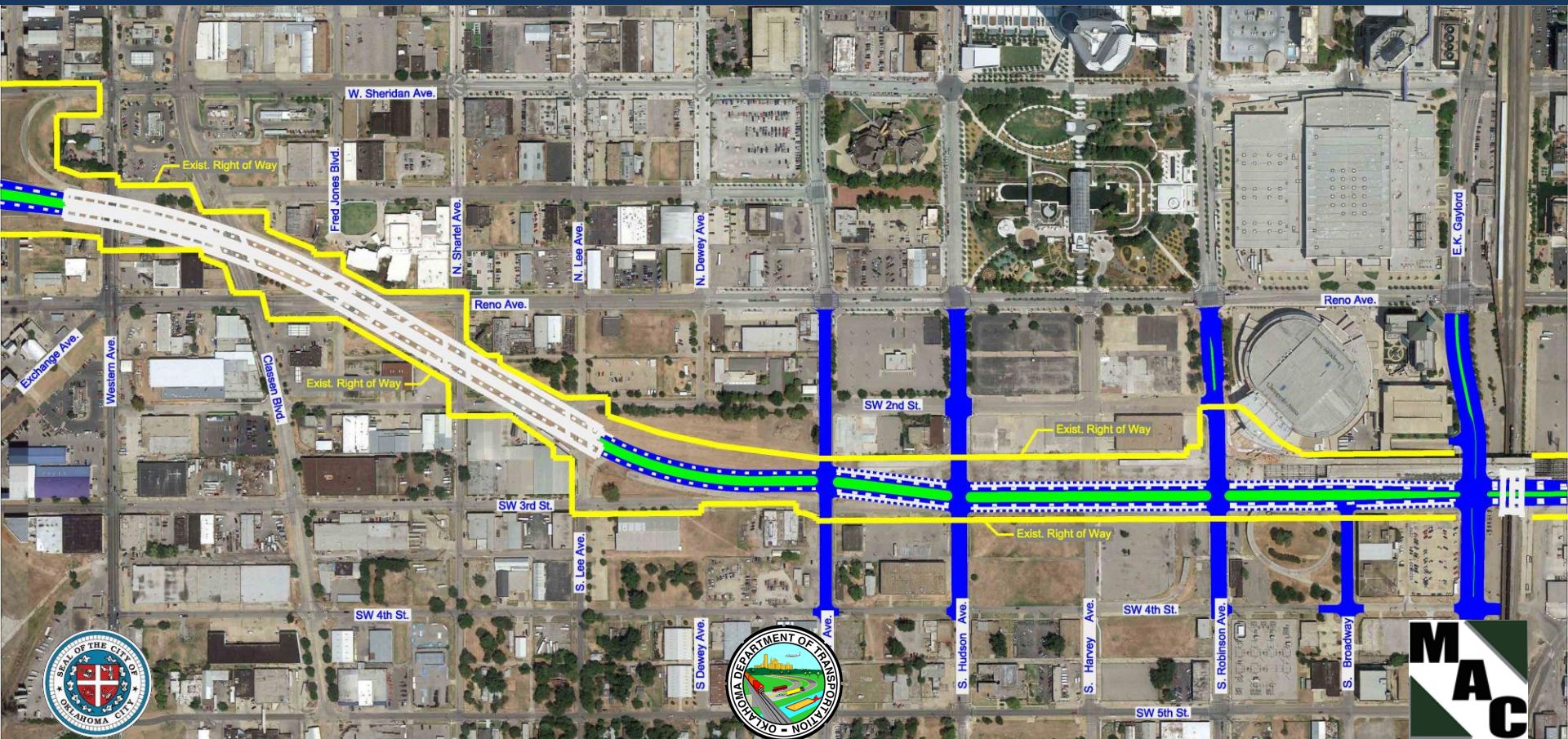
Alternate "A" / 6-Lane

- Original configuration
- Wide median
- Left – turn lanes
- Bridge/retaining wall configuration
Western Avenue to Lee Street



Alternate “B” / 4-Lane

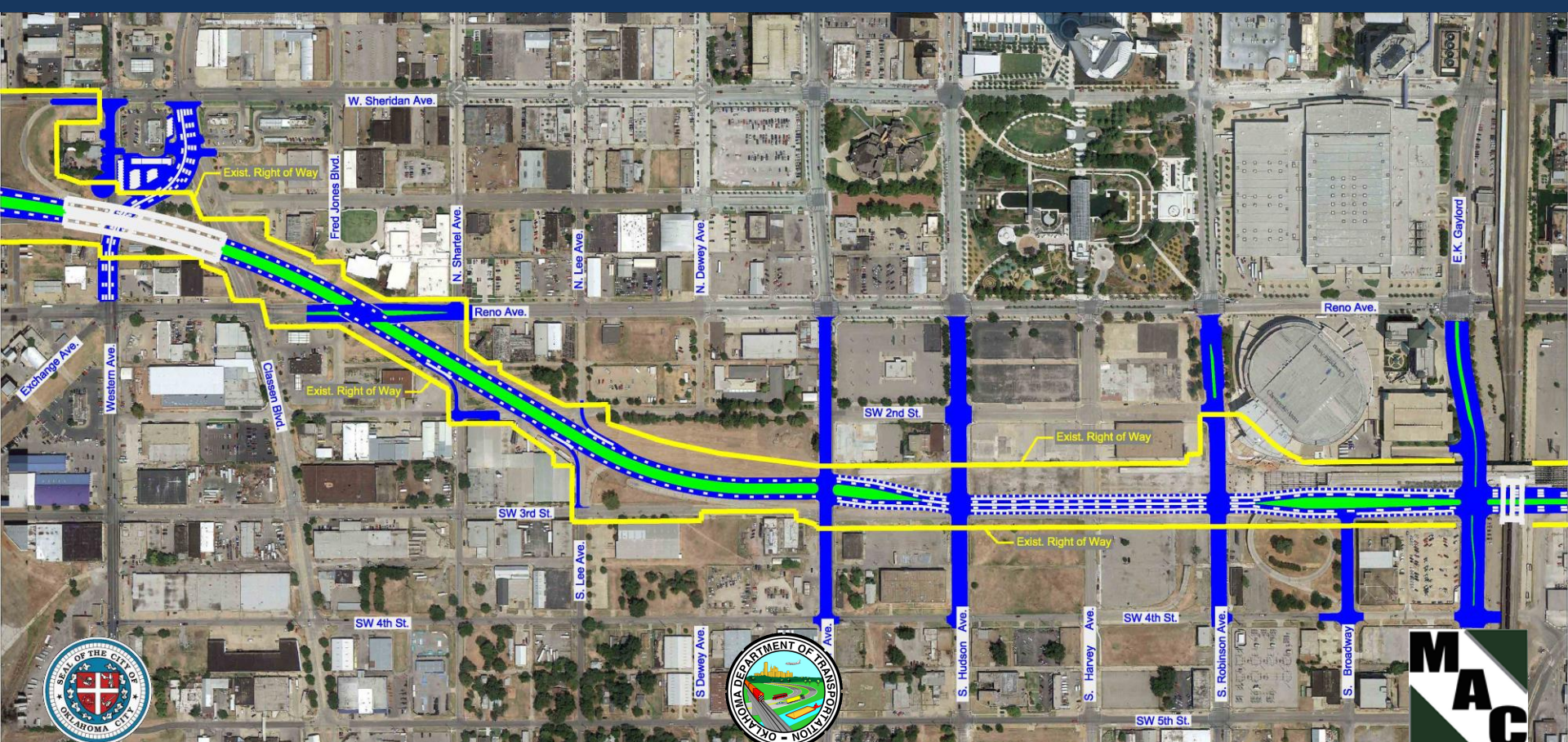
- Street side parking
- Median
- Minimize left – turn lanes
- Bridge/retaining wall configuration Western Avenue to Lee Street





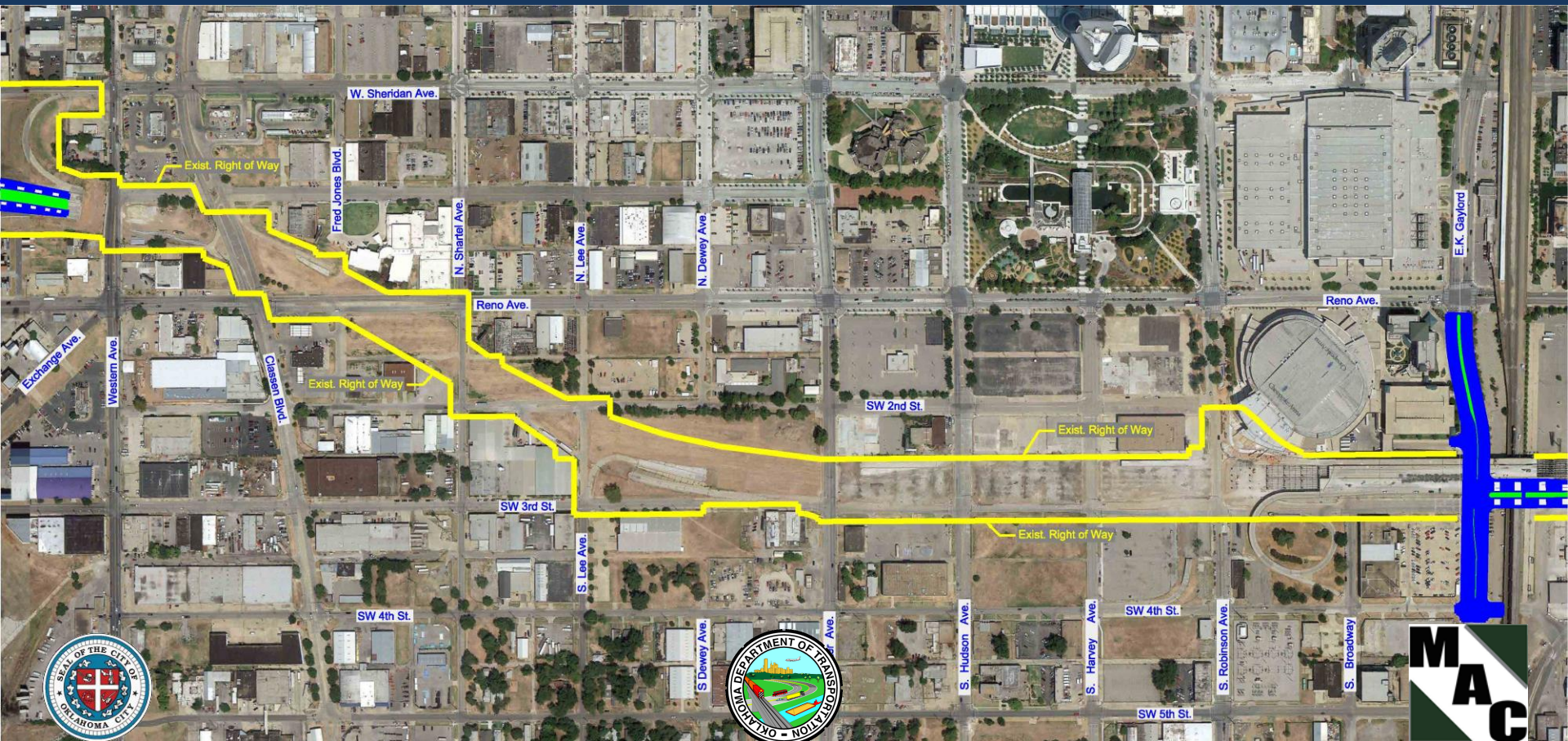
Alternate "C" / 4-Lane OKC

- Street side parking
- Variable width Median
- Minimize left – turn lanes
- Bridge/retaining wall configuration
Western Avenue to Reno Avenue



Alternate “D” / The Grid

- West segment with connection to California near Western
- East configuration with connection to S.E. 3rd Street near E.K. Gaylord Boulevard



What's next?



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Future Meetings & Process

- Implement the screening process
- Additional Public Meetings
- Final Recommendation to ODOT/FHWA



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QUESTIONS?



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